The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 404.—Vol. XIII.] LONDON: SATURDAY, MAY 20, 1843. [Price 6d.

VALUABLE MINE MATERIALS FOR SALE.—TO BE SOLD, BY PUBLIC AUCTION, on Tuesday, the 30th inst., at Ten o'clock a.m., at WHEAL CHIPPENDALE, near Marazion, the following valuable MINE MATERIALS, viz.:—A 60-inch CYLINDER STEAM-ENGINE, nearly new, 9-feet stroke in cylinder and 6-feet in shaft; air-pump, brass lined, with brass bucket and rods, and about eighteen tons of boiler and boiler work, and a winch and counter; a 14-inch CYLINDER STEAM-ENGINE, 4-feet stroke, without boiler, all the castings, gear, and brasses new; one STAMPING-MILL WHEEL, 7-feet on breasts, 13½-feet high, with iron axle, calculated to lift twelve heads; also one 2-feet on breast, 14-feet high, with wood axle, and calculated to lift four heads; one large capstan, with iron centre piece, shears, balance-bob; 120 fathoms of 12-inch capstan rope; sixty fathoms of 12-inch oak and Memel rods; forty fathoms of 8-inch Norway draw roads; large feed off bob; two 14-inch plunger pairs; two 14-inch H and doorpieces; two 14-inch stuffing-box and gland; two 12-inch windbores, nine feet long; two 13-inch working pieces; twenty-eight 9-feet 14-inch pumps; two 7-feet and two 4½ feet ditto; thirteen 9-feet 13-inch ditto; twenty 9 feet 6-inch ditto; and one 6-feet ditto; two 13-inch pole cases; one 13-inch drop-clack piece; one 13-inch plunger pole, with stuffing-box and gland; a quantity of faggotted and common iron strapping plates, with bolts to match; flanch bolts and bars; steples and glands, of various sizes; round iron, bucket-rods, and joints; four 13-inch bucket brasses and prongs; large winch; two horse-whims and shaft tackles; whim chain; two 40-inch smiths' bellows; two anvils and vice; screwing tools and stock; smiths' and miners' tools; mandrill; two large screws for hoisting lifts; large hand screw; slated and tiled roofs; whole, half, and quarter timber; plank, ladders, launders, wrought and cast iron, old junk, and various other articles.

For viewing the same, apply to Captain W. Blight, Marazion, or to the agents on the mine.—Marazion, May 16.

TO CAPITALISTS, SHARE-BROKERS, &c.—Messrs. ADAM MURRAY and SONS will SELL, BY AUCTION, in Lots, on Friday, the 2d of June, at Garraway's, Thirty Shares of the TINCROFT, Thirty Shares of the TAMAR, and Twenty Shares of the TRELEIGH MINES, in Cornwall; Thirty Shares of the BOLANOS, and Thirty Shares of the COLUMBIAN SILVER MINES, in America; and Fifty Shares of the CENTRAL AMERICAN LAND COMPANY.—Catalogues are ready for delivery; and for further particulars, apply to Messrs. Adam Murray and Sons, surveyors, land agents, and auctioneers, 47, Parliament-street, London.

FLINTSHIRE COLLIERIES.—TO BE SOLD BY AUCTION, at the Clarendon Rooms, South John-street, Liverpool, on Wednesday, the 21st day of June, at Two o'clock in the afternoon (unless previously disposed of by private contract, of which due notice will be given) in FOUR EQUAL LOTS, and subject to such conditions as shall then and there be produced, all those FOUR UNDIVIDED TWELFTH-PARTS, or SHARES, of and in all those valuable, productive, and well known COLLIERIES, called the EWLOE HALL, MARE HAY, LODGE CROFT, and NORTHOP HALL COLLIERIES, in the parishes of Hawarden and Northop, in the county of Flint; and also of and in all the powerful ENGINES and MACHINERY, RAILWAYS, VESSELS, OVERPAID ROYALTIES, COALS PURCHASED, but yet unworked, BOOK DEBTS, and other STOCK and MATERIALS thereunto belonging. These collieries, which are in full and profitable operation, are held, subject to easy royalties, under different leases, for various long terms, from Sir R. H. Glynne, Bart., Admiral Dundas, and others, in all of which many years are yet to come and unexpired, and the lands comprised in them embrace a very large extent of country.

The beds of coal range in thickness from twelve feet to one yard, are of excellent quality, and are almost without limit as to quantity. The recent produce has been after the rate of 50,000 tons per annum, or thereabouts, but a much larger quantity might easily be raised.

The situation of the collieries is admirable, having good turnpike roads, connecting them with the city of Chester and all the neighbouring towns in the principality; they also lie within an easy distance of the River Dee, and, by means of recently made and well appointed railways, are connected with excellent shipping wharfs at Connah's Quay and the Queen's Ferry, on the banks of that river, whence coals are shipped to Chester, Ireland, the Isle of Man, and along the English and Welsh coasts. At Connah's Quay Wharf vessels drawing thirteen feet of water can take in their cargoes at any state of the tide.

By a recent survey and valuation of the machinery, stock, &c., the capital alone employed in these great works amounts, exclusive of the beneficial interest in the many valuable leases under which the same are carried on, to nearly £50,000.

The present sale is ordered by the trustees of the late William Rigby, Esq., to enable them to fulfil certain trusts which now devolve upon them. The only other proprietors with the said trustees are John Rigby, Esq., of Smedley-terrace, Liverpool, and the representatives of the late William Hancock, Esq., of Hawarden, by whom the works are now carried on, under the well-known firm of Rigbys and Hancocks.

Every other information relative to the collieries may be had on application to Mr. Shiley, surveyor and manager, at the Ewloe Office, Hawarden, Flintshire; and for any other particulars, apply to Mr. William Williamson, jun., solicitor, Holywell, Flintshire.

THE BOG MINES, SHROPSHIRE.—These celebrated MINES are situated in the parishes of WESTNOR and WORTHEN, in the county of SALOP, about sixteen miles west of Shrewsbury; they have been worked at different periods for upwards of a century, and have produced an amazing quantity of ore. The present company commenced working them about thirteen years ago, and have erected very powerful engines, and every other requisite machinery for the working and draining of the mines. The great Bog vein has been wrought to the depth of 200 fathoms, and is drained by a 70-inch cylinder engine, on the most approved Cornish principle, pumping into an adit level 124 fathoms below the surface, and is calculated to drain the mine for about sixty fathoms deeper. This vein has been one of the most productive in England. In the present bottom level, 142 fathoms below the adit, a very fine course of ore has been met with, equal, if not better, than any thing ever yet seen in the mine, and the character of the vein has every appearance of bearing to a great depth.

The Pennerley Mine is situated about three quarters of a mile to the north of the Bog vein, and consists of four veins bearing north east by south west, and will fall into the Bog vein, about 120 yards to the west of the present engine-shaft. These veins are intersected by an east and west vein, and where they cross immense bodies of ore have been found. The water from this mine is drained by the Bog engine, although three quarters of a mile distant, which is a strong presumption that the veins will bear ore for the whole distance, and to a great depth. This mine was worked to the depth of sixty fathoms under the adit level, which is 32 fathoms from the surface, and great quantities of ore were raised to this depth, but, in consequence of the shaft having been sunk through the vein, and the vein dipping rather rapidly from it, it became very expensive to work, and was suspended about five years ago, in order to sink a shaft from the surface to win the ore to a much greater depth. This shaft has been sunk to the depth of 100 fathoms from the surface, or 132 fathoms under the adit level, and a 30-inch winding engine has been erected.

A level has been driven at the depth of eighty fathoms below the adit, which has cut the east and west vein, and, driving along this vein, the first Pennerley vein has been met with, containing a splendid course of ore; the level is still driving, to cut the other three Pennerley veins, and there can be no doubt of their producing large quantities of ore at this depth, as they were very productive above. A level is also driving at the bottom of the mine, which is 120 fathoms below the adit level, and it is daily expected to cut the first Pennerley vein; there is then about 180 fathoms in depth of the veins laid open for immediate working, and which are wholly unwrought. Crone's mine is situated about three quarters of a mile to the north of Pennerley, and was first discovered about three years ago, near the summit of a high hill; it was worked to the depth of twenty fathoms by an adit level, and contained ore about a yard wide, and about 1200 tons were taken out to that depth. An engine-shaft has been sunk thirty fathoms under the adit; an engine has been erected, and a cross-cut is now driving towards the vein, to win this mine to a greater depth, and there is every probability of this making one of the most productive mines in this neighbourhood. A little distance from the mines there are works for the smelting of the ores, and nearly adjoining a colliery has been opened out for the supply of the smelting works and the mine engines with coal; three seams of excellent coal have been already won, and all the requisite machinery erected at an expense of about £6000, and the colliery is now in full course of working, and capable of supplying an immense quantity of coal. The mines, colliery, and smelting works are held under leases, about fourteen years of which are unexpired. Taking the whole together, it is one of the most complete establishments in the kingdom, and holds out great promise to the adventurers. These mines, which are necessarily on a large scale, from their depth of bearing, the size and proportions of the veins must have cost in surface work, machinery, sinking shafts, &c., to their present depth, full £60,000, and are held in equal moieties by the great house of Walker, Parker, and Co., and Mr. Cross, wine and spirit merchant, Chester, under the sole management of Mr. W. Jones, Mining Office, Chester, and the whole of the capital expended may be considered as available in the high ground already sunk for and drained, with a fair chance of ten times the amount. There is scarcely an instance to be found where such an immense capital has been brought into raising by individuals, and promising, as the mines now are, their forged for extravagant profits will only be a fair remuneration, compared with the outlay, exception, and skill, in the arrangements for their future profitable working.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following extract, recently received from John Taylor, Esq., F.S.A., &c., &c.—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

RAILWAYS MUST PROGRESS.—A RESIDENCE of twenty years in HULL, and thirteen years in LEEDS, ten of which as Commercial Brokers, and seven as Sharebrokers, ENABLE the UNDERSIGNED to give an OPINION and INFORMATION relative to RAILWAYS IN GENERAL, but especially to those connected with the Northern and Midland Counties, and particularly to such as are in direct communication with this part of the country.—Apply to R. B. Watson and Co. 7, Bond-street, Leeds.

LLANELLY RAILWAY AND DOCK COMPANY.—The ANNUAL GENERAL MEETING of proprietors will be holden at the offices of the company, No. 8, Old Jewry Chambers, in the City of London, on MONDAY, the 5th of June next, at One o'clock precisely; on which occasion the said meeting will be made special, to elect (if it should think proper) a proprietor as a member of the committee of management, in the stead of Henry Blanshard, Esq., who has disqualified.

By order of the committee of management,
8, Old Jewry Chambers, May 12. JOHN BIGG, Secretary.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—TENDERS FOR LOANS.—The directors are prepared to GRANT MORTGAGES, under the powers of their Act of Parliament, FOR LOANS OF MONEY, in sums of not less than £500 each, and for periods of three, five, or seven years, at the option of the lender.—Interest, at the rate of 5 per cent. per annum, will be paid half-yearly, for which interest warrants will be given for the period agreed on, payable at the company's bankers in London, Manchester, or Sheffield.

Further information may be obtained at the company's offices in Manchester or Sheffield; at the office of Messrs. Parker and Smith, solicitors, Sheffield; Messrs. Bagshaw and Stevenson, Manchester; or Messrs. Johnson, Son, and Wetherell, Temple, London.

By order,
Manchester, Feb. 15. J. PLATFORD, Secretary.

SHARES IN VALUABLE MINES TO BE SOLD.—An Agent is authorised to SELL some SHARES in the following FIRST-RATE MINES:

PAR CONSOLS,	CHARLESTOWN,
SOUTH CARADON,	BOSCASWELL DOWNS,

And in others of excellent estimation.

Address "X. Y." at Messrs. Wolfe, 33, 'Change-alley; or Messrs. Sole, solicitors, Duke street, Devonport.

TO BE SOLD, ONE TWO-HUNDREDTH SHARE IN BOTALLACK TIN AND COPPER MINE (in St. Just, in Penwith).—Apply at the Counting house, 22, Wood-street, Cheapside.

TO CAPITALISTS.—A GENTLEMAN wishes to ENGAGE with a PARTY (without partnership) who has MEANS to CARRY OUT a most VALUABLE INVENTION of an HYDRAULIC MACHINE, applicable to purposes of marine and stationary engines. The advertiser offers the capitalist a valid security, as a guarantee for the payment of the principal. He is fully confident of the value of his invention, which has been attested by some highly respectable engineers in London.—Satisfactory particulars may be had on written application to "A. B." (appointing an interview), care of Messrs. Bod and Co., 12, George-yard, Lombard-street, City.

TO ENGINE-BUILDERS AND PUMP-MAKERS.—PALMER and PERKINS' PATENT PISTON, fitted in a 10 inch pump, may be SEEN any day AT SCOTT'S WHARF, SOUTHWARK-BRIDGE, Bankside. In this application of it, there is no doubt; an ordinary amount of friction—represented by 20"—is reduced to 2". If these pistons were fitted to the air-pump of marine and other condensing engines, the effective power, or economy of fuel, would be materially increased; the larger the engines the more manifest would be the benefit.

COLD-BLAST ANTHRACITE PIG-IRON.—Mr. D. MUSHET, the author of the celebrated Treatise on the "Manufacture of Iron and Steel," who has made a series of most elaborate experiments on this extraordinary iron, in concluding remarks:—"From these, and the former comparative experiments, it is abundantly evident, that the pig iron now making, with cold blast and anthracite, at the Totalyfera Iron-Works greatly exceeds in strength, in ductile powers, and capacity to resist impact, any iron at this time manufactured in the United Kingdom."

Totalyfera Iron-Works, Swansea.

RUSSIAN STEEL IRON—"OLD SABLE"—C C N D.—The UNDERSIGNED being the SOLE AGENTS of the Messrs. DE DEMIDOFF in England, the above MARK OF IRON can only be OBTAINED through them.

CHARLES GRAHAM & Co., 56, King's Arms yard, London.
GRAHAM BROTHERS, 18, High-street, Hull.

TO GAS-LIGHT COMPANIES.—WANTED, a SITUATION, by a PERSON who has BEEN MANAGER OF GAS-WORKS for the last twenty years, and has been engaged in some of the principal towns in England, and has had the opportunity of working both clay and iron retorts, and understands the art and process of gas making in all its various departments, &c. Satisfactory testimonials will be given by his late employers.—Address "A. B.," Mining Journal office, 26, Fleet-street, London.

MR. JOHN KYMER'S PATENT FURNACE, whereby an ECONOMICAL APPLICATION of FUEL is EFFECTED, with RAPID EVAPORATION, and WITHOUT SMOKE.—A furnace, on this construction, is erected, and at work, at Messrs. Tuddy and Co.'s, 45, Minories, where it may be seen, by cards, to be had on application to Mr. J. M. Bonney, 71, Cornhill, or Mr. H. English, Mining Journal Office, 26, Fleet-street.

TO RAILWAY COMPANIES and CONTRACTORS, COAL-OWNERS and IRONMASTERS, &c.—BRYANT, JAMES, and MAY, beg to acquaint the above named, and consumers of grease generally, that they have constantly on sale GREASE of various qualities, prepared for every description of work, from the fastest passenger carriages to the hollowing waggons. The highest testimonials can be given of quality; prices very moderate.—Orders may be addressed, and samples and particulars obtained, at 15, Philpot lane, London.

TO MINING ADVENTURERS AND OTHERS.—Important SAVING OF FIFTY PER CENT. in the article of GREASE.—JOSEPH PERCIVAL, of Green street, Wellington street, Blackfriars-road, London, begs respectfully to inform the MINING INTEREST that he MANUFACTURES an IMPROVED PATENT ANTI-FRICTION GREASE, for whims, train waggons, carriages, and all purposes for which oil and grease are now used.—A sample will be forwarded free, on application as above.

WHITWORTH'S PATENT PLANING MACHINE, with self-feeding wheel, screw motion, and reversing bar, to plane to both directions.—SELF-ACTING SLIDE AND SCREWING LATHE, DRILLING MACHINE, GUIDE SCREW-STOCKS, MORTICING BARS, &c.—Small sizes of the above patent tools may be seen at this office. J. BUSLER, Agent.
67, Charing-cross.

THE PATENT ELASTIC PAVEMENT having been LAID DOWN in the stations of her Majesty's Stud-yard and Royal Horse Artillery Barracks, Woolwich, the Royal Horse Guards Barracks, Knightsbridge, as well as many private stables, is confidently recommended to Noblemen and Gentlemen having valuable horses, alone, from its flexible and tuft like nature, it has been found invaluable.—Specimens may be seen, and orders received, at the office, 41, Lombard-street, City.

BRITISH HOLLANDS DISTILLERY COMPANY, AND ASSOCIATION FOR THE PRODUCTION OF HOME BRANDIES AND ALL OTHER SPIRITUOUS LIQUORS.

Capital £100,000, in 10,000 shares of £10 each.—Deposit £2 per share.

Applications for shares to be made to the secretary, at the office of the company, or to the solicitors, 1, Bank street, Bagnot street, where prospectuses may be had, samples seen, and all other information obtained.

IMPORTANT PATENT IMPROVEMENT IN CHRONOMETERS and WATCHES.—E. J. DENT, 82, STRAND, who obtained the high distinction of receiving the Government Reward for the unparalleled performance of the best chronometer ever constructed to twelve months' public trial, begs to acquaint the public that the MANUFACTURE of his WATCHES, CHRONOMETERS, and CLOCKS, is SECURED to him by THREE SEPARATE PATENTS recently granted to him, 1837, 1839, and 1842. Silver Lever Watches, jewelled in four holes, £5 5s. each; in gold cases from £9 9s. to £12 12s. each. Detached Horizontal Watches, with gold dials, from £6 6s. to £12 12s. each.—Dent's "Appendix" to his recent work on "Time Keepers," is now ready for circulation.

ENCAUSTIC or INLAID TILES, for PAVING CHURCHES, HALLS, CORRIDORS, &c. &c.—CHAMBERLAIN and CO., of the ROYAL PORCELAIN WORKS, Worcester, beg to inform the public, that, in consequence of the increased demand for these beautiful tiles, they have made EXTENDED ARRANGEMENTS for MANUFACTURING the SAME, and are PREPARED to EXECUTE PATTERNS, either from sketched examples or drawings, for ONE COMPANY, or otherwise, in any part of the United Kingdom. These tiles being first in a very high glaze, and placed in conformity with the best ancient specimens from Malvern, Chedworth, the Chapter house, Westminster, and other places, are perfectly impervious to wet or damp, extremely durable, free from dust, and easily cleaned. Chamberlain and Co. take this opportunity of announcing that they have greatly enlarged the stock at their London Rooms, 1, Coventry street (late Pugin's, Hart, and Hunt), and 155, New Bond-street.

MINING PROPERTY IN CARDIGANSHIRE.—A valuable INVESTMENT of MONEY may now be made in MINING PROPERTY in a promising district in the above county, on terms of advantage to any party who may be inclined to treat with the present proprietors. The mining ground is upwards of 40,000 acres, surrounded on every side by mines, now working to a profit, and some of them the richest in the United Kingdom, in silver producing 20 oz. to the ton of ore, and at the same time assaying 7 oz. 10 dwt. for lead. The richest of these lodes runs for seven miles through the property, in kindly ground. The mines opened on the property are two, and the prospects of success there will satisfy any party, on inspection, that those two mines only will, in a short time, pay back the proposed extension of capital. The proprietors hold a lease of this property for thirty-one years, under the Ecclesiastical Commissioners, from the 25th March, 1840. There is no sleeping rent, but a royalty of 1-11th of all ore dressed on the mine. The expense of carriage and freight to Chester or Bristol is under 30s. a ton. One mine will be brought to profit, bearing great prospects, by driving about forty fathoms of ground and sinking two. The other mine is likewise very promising, the sum of 300l. has been laid out on one of the mines by the present proprietors, and all the mining agents who have inspected the mines and district report favourably of the same. The proprietors are desirous of DISPOSING of a MOIETY of the whole of their INTEREST in the LEASE, including all the MINES and MACHINERY, as it now stands. As this is not a jobbing concern, the terms may as well be stated—viz.:—The proprietors will dispose of the clear moiety of their interest for 2000l. Should any party purchase the above-named interest, and desire the exclusive management of the mines, the proprietors are quite willing to dispose of a small majority in shares to effect that object.

Applications may be made to Messrs. Lloyd and Davies, solicitors, Cardigan; Captain Matthew Francis, Aberystwith; or to Mr. Henry English, Mining Journal Office, London.—The mines are situate near the village of Llanafelwy, eight miles from the town of Lampeter, where Mr. John Hughes, the resident captain, will show them.

EXCELLENT COLLIERY.—FOR SALE, BY PRIVATE CONTRACT, all that current-going COLLIERY, known by the name of OLD TOGSTON COLLIERY, situate near Warkworth, in the county of Northumberland, with all the seam and seams of coal (which has been pronounced FIRST-RATE COAL FOR STEAM PURPOSES) contained in the Royalty, under a surface of 110 acres, and comprising—one seam, four and a half feet, at present working at a depth of twenty-two fathoms from the surface; and one of five and a half feet thickness, or thereabouts, laying at a further depth of eleven fathoms, of very superior quality, and which has already been proved. Several other seams lie below the above-named seams, but have not hitherto been fully proved. Immediately below the present working seam is a four feet thick seam of pure FIRE CLAY, of the FINEST QUALITY, and free from iron. The COLLIERY ENGINE is NEARLY NEW, and of sixteen-horse power; and the whole of the pumps, gear, &c., are in the best possible working order and condition. A convenient staith, for shipment, has been recently erected. There are TWELVE COLLIERY HOUSES, for Workmen, each containing a large room and attic.

This desirable colliery is situated near to Warkworth, and within two miles of the place of shipment at Amble, in the river Coquet. At the staith, in moderate spring tides, there is from ten to eleven feet water. A keel is also kept for loading ships of large tonnage in the roads, where there is a good clay bottom. The colliery has been in full work nearly up to the present period, and is continued and kept in full working order, and may immediately raise any quantity of coal desired, and which can be shipped free from any waywayes or other charges, except only 2d. per Newcastle chaldron, payable to his Grace the Duke of Northumberland. The sale has been considerable, as the coals have always been preferred to others in the neighbourhood, for their superiority for household purposes, at Warkworth, and the neighbouring district. From the extensive improvements recently made, and which are still in progress, this harbour may fairly rank amongst some of the best in the northern mining district; and, from the situation of the staith in the river Coquet, the most ample security is afforded to the ships loading there, under the most tempestuous weather. The capitalist will find this to be a most desirable investment; and, by a moderate extension of capital being applied to the operations of the colliery, it may be worked to the greatest advantage and benefit to the owner.

Mr. Mundil, who resides on the premises, will show the colliery; and further information will be furnished by Mr. Henry Ingledew, solicitor, Dean-street, or Messrs. Small and Brough, Academy of Arts, Blackett-street, Newcastle.

Newcastle, May 11.

CORNWALL.—A MOST VALUABLE INVESTMENT.—TO BE SOLD, OR SET, for a term of twenty one years, the RIGHT to ONE UNDIVIDED MOIETY of all the TIN and TIN-WORKS in and throughout the estate of TRETOIL, in the parish of Lanivet. This highly productive and lucrative mine is too well known and appreciated to need any lengthened comment.—For treating for the above, application may be made to Miss Heywood, Rosevale-row, Truro, or to Mr. Heywood, Penzance, St. Ives.

ELIGIBLE INVESTMENT.—TEN SHARES in the STRAY PARK AND CAMBORNE VEAN MINE TO BE DISPOSED OF. The well-known value and improving character of this mine, renders it a most desirable means of investment. The last meale (in February) was 3/4 tons, which realised £2000; and the next (in June) will be between 300 and 400 tons, which, it is expected, will produce about £3000.—Also TEN SHARES in the YORK AND LONDON LIFE ASSURANCE COMPANY, on which £10 per share has been paid, and, from the directors having relinquished the fire department, which entailed such severe losses on their transactions, and confining themselves to the life business, which is highly profitable, and without risk, it may be considered as one of the safest speculations in which capital can be embarked.

The fullest particulars can be had on application to Mr. English, at the office of the Mining Journal, 26, Fleet-street, London.

INVESTMENT.—Mr. ENGLISH is authorised to negociate for the INTEREST of ONE-THIRD in a PROPERTY, which not only pays full 10 per cent. on the capital employed at the present moment, but holds out advantages to the extent of threefold the present returns. The sum of £2000 will be required, merely for floating capital, with the view of extending the business, on the advance of which an interest, to the extent of one third, will be at once secured to the property, on which nearly £10,000 has been already expended.—For particulars apply personally to Mr. English, 26, Fleet-street, London.

TO CAPITALISTS.—The PATENTEE & MANUFACTURER of an INVENTION, which has not only been practically tested, but has been adopted by Government, is DESIROUS of TREATING with a GENTLEMAN for the PURCHASE of a PORTION of the PATENT, which holds out great advantages.—Every information will be rendered to principals on application to Mr. English, at the office of the Mining Journal, 26, Fleet-street, who has full powers to treat, and to refer parties to the patentee.

FOR SALE, by PRIVATE CONTRACT, on the ROSEWALL-HILL MINE, one and a half mile from St. Ives, in Cornwall, THREE STEAM-ENGINES, all now only three years ago; No. 1, a 36-inch cylinder PUMPING-ENGINE, 9-feet stroke in the cylinder and 7 feet in the pump, with all wood work complete, including doors and windows and first pairs of rods thereto; and; No. 2, a STAMPING-ENGINE, on Sims's condensed cylinder principle—40-horse power. The consumption of coals with this engine never exceeded 1¼ lbs. per horse power per hour; No. 3, a WINDING-ENGINE, 20-inch, double power, 30-inch; and 12-inch engine—6 feet stroke, with winding apparatus from complete. The whole of these engines are on the most modern construction, made of the best material and workmanship; are only one and a half mile from a good shipping port, and may be had very cheap.—Application to be made to Mr. Nicholas Trevithick, of Camborne, to Mr. James Sims, engineer, at Redruth; or to Mr. English, 26, Fleet-street, London.

Redruth, Dec. 1.

MARKS.—IN CHANCERY.—WILLIAM BUTCHER and SAMUEL BUTCHER, Plaintiffs, against WILLIAM HOGGARTH and SAMUEL HOGGARTH, defendants.—Messrs. W. and S. BUTCHER, of Sheffield, merchants and manufacturers, in January, 1842, filed a BILL in CHANCERY against WILLIAM and SAMUEL HOGGARTH, of Sheffield, the above-named defendants, for an INJUNCTION to RESTRAIN them from MANUFACTURING and SELLING, or CAUSING to be MANUFACTURED and SOLD, any RAZORS marked or stamped with the mark WADDLE BUTLER which they had done, or with any name or mark, ordinance or Marks, in imitation of the mark WADE & BUTCHER, stamped on Razors manufactured by Messrs. W. and S. Butcher, which mark of WADE & BUTCHER is the private and exclusive mark of the said Messrs. W. and S. Butcher, and for compelling them to account to Messrs. W. and S. Butcher for the profits made upon razors so marked and stamped, whereupon the Vice-Chancellor granted an injunction in the terms as prayed by the bill, which injunction still remains in force.

The above named defendants being satisfied that they had acted in error in using the said mark, in imitation of the said Messrs. W. and S. Butcher's exclusive and private mark, have consented to the said injunction being extended and made perpetual against them and their servants, and have consented to the plaintiffs their costs of the said suit, and made satisfaction in that behalf, and have also consented to the publication of this advertisement by the plaintiffs as they shall think proper; and the plaintiffs, on their part, have agreed to discontinue all further proceedings in the said Chancery suit.—Dated this 15th day of April, 1843.

WILLIAM HOGGARTH.
SAMUEL HOGGARTH.

JOHN BLAKE, solicitor, Sheffield.

LAW INTELLIGENCE.

IMPORTANT PATENT CASE—MORGAN'S PADDLE-WHEELS.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL—MAY 13.

Present:—Lord Brougham, Lord Campbell, the Chief Judge of the Bankruptcy Court, and the Judge of the Admiralty Court.

After several applications to fix days for the hearing of various matters had been disposed of, their lordships proceeded with Losena's petition for the prolongation of Galloway's patent.—The Solicitor-General and Mr. Butt supported the petition; Mr. M. D. Hill and Mr. Richards opposed it.

This was an application for the extension of a patent, granted in 1829, for a cycloidal paddle-wheel for steam vessels, known as "Morgan's paddle-wheel," the principal advantages arising from the invention of which are that greater velocity is produced, and the vibrating motion caused by the radial paddle avoided, in consequence of the float-boards entering and leaving the water at an angle, generated by the cycloid.—In the absence of the Solicitor-General, Mr. Butt addressed their lordships in support of the petition, from whose statements it appeared that two patents (one for England, and the other for Scotland) had been granted to Elijah Galloway, in 1829, which were immediately after assigned by him to Mr. Wm. Morgan, who subsequently became a partner in the late firm of Acraman, Morgan, and Co., of Bristol, and was involved in their failure last year; having, however, some years previously—namely, in 1831, assigned one-fourth of his interest in the patent to Mr. Losena, the petitioner, for 4,000l., and mortgaged the remainder, with some other securities, for 6,000l. In 1832, Mr. Morgan having become bankrupt, the whole title to the patent, by various mesne assignments, became vested in the petitioner, who afterwards granted a licence to Mr. Morgan to manufacture the cycloidal paddle, which he continued to do until his second failure, by which circumstance the licence became void. Up to 1835, the patent had only been applied to the *Columbine*, *Firebrand*, and other Government steamers. In that year the patent was infringed, in consequence of which proceedings ensued both at law and in equity, which did not terminate until 1839, and which entailed a loss of nearly 3000l. on the petitioner. Mr. Morgan (who had the sole licence) fitted up several vessels, principally for the Government, with the exception of some foreign vessels; but the patent had not been brought into general and public use, and the profits, therefore, which Mr. Losena, the assignee, had derived from the invention, were very small, whilst he had sustained a loss of from 7000l. to 8000l. The public were, however, beginning to appreciate its value, and it was about to be applied to the royal steam yacht, *Victoria and Albert*, now building. The learned gentleman then described the principles of the cycloidal wheel, to show the merit of the invention.—Lords Brougham and Campbell expressed their surprise that, if its advantages were so great, the public should have been so slow in using it, for it appeared that none of the great steamers—the Atlantic and others, which were fitted up without regard to expense—had adopted the cycloidal paddle-wheel.—Mr. Butt said it had been suggested that there was some difficulty in keeping it in repair, in consequence of the frame being more complicated.—Lord Brougham: That must be very dangerous upon a long voyage. Steamers, when they get out of order, are the worst of all sea-boats. I know a very great sailor—one of the greatest seamen, perhaps, of the present time—who said to me that he would not cross the Atlantic in the *Great Western*, if they were to give her to him, so dangerous did he think steamers were as sea-boats at sea; certainly, not on a lee shore.—Mr. Butt said that the invention had been applied to several Government steamers, and had answered remarkably well, for several years, even in the most boisterous weather, there being no difficulty at all in keeping them in repair; and the advantages over the common radial wheel were proved to be very great indeed. The increased speed, independently of that advantage in itself, would, of course, cause a diminution in the consumption of fuel; there was also much less vibration, which was a very important improvement. A proof of the favourable opinion entertained by the lords of the Admiralty of the cycloidal paddle wheel was afforded by the fact of its being applied to the new royal yacht.—Mr. Butt went on to particularize several Government vessels to which the new wheel had been applied; and concluded by urging their lordships to grant the prayer of the petition, on the grounds of the [illegible] of the invention, and the loss which the petitioner had hitherto sustained.

Witnesses were then called in support of the allegations of the petitioner. After the title of Mr. Losena had been properly [illegible], Mr. Cottam, an engineer, explained the advantages of the cycloidal wheel over the common radial wheel, by models. [illegible]

Captain Kennedy stated that he had commanded the [illegible] [illegible]

Some other witnesses having been examined, Mr. Hill addressed the Court against the petition, [illegible]

Mr. Petty, and another gentleman, [illegible]

LIMERICK AND CARLOW RAILWAY.—[illegible]

PREVENTION OF SMOKE, WITH A SAVING OF FUEL.

With the view of affording additional proof of the efficacy of Mr. C. W. Williams's Patent Argand Furnaces, for the prevention of smoke, accompanied by a saving in the consumption of fuel, Returns have been obtained to a series of Questions, addressed to the commanders and engineers of steam-vessels, to which the apparatus has been applied. These returns show that the advantages are greater in some vessels than in others, which difference is chiefly attributable to the construction of their boilers. In marine, as well as land engine-boilers, the arrangement of the flues frequently renders them incapable of improvement; such arrangement not only injuring the draught, but tending to obstruct, rather than aid, the natural and chemical process of the combustion of the gaseous matter of the coal. In some of the boilers referred to, there appears to be a considerable saving of fuel where there had been a sufficiency of steam; while, in others, the advantage of the apparatus is shown by obtaining a better supply of steam from the same quantity of fuel—in all, however, the great evil of smoke is avoided. Where furnaces are properly attended to, by having the bars kept *thickly* and *uniformly* covered with fuel, smoke will be prevented, and more heat generated; any deviation from this, by having the fire-bars too long—by improperly feeding the furnaces, or allowing the fuel to burn in holes, or irregularly—or by heaping the fresh coals in front, and allowing the back part of the bars to be uncovered, or without the full supply of fuel—will be attended either with the generation of *visible* smoke, or the escape of the gases unburnt, though *invisible*—with a loss of heat, and, consequently, a diminution of steam. It is here to be noted, that the absence of *visible black* smoke is no test of the combustion of the gases; what is called the "combustion of smoke" is not unfrequently the effect of the mismanagement of the fuel, by which its inflammable gases pass away in an *invisible* form. Smoke is the result of the imperfect process of combustion of the gases, and, as the process cannot be twice performed in the same furnace, the "combustion of smoke" is hence a chemical absurdity. Dr. Ure, writing to Mr. Williams, says, "I quite agree with you in considering the *prevention of smoke* to be the true mode of curing the nuisance; for, when the carbonaceous particles become deposited, it is impossible effectually to burn them, so as to destroy the smoke which they occasion, or rather constitute." Professor Brande says, "As to the quibble about *burning smoke*, it is, in other words, burning what is to be presumed has already been burned, and, therefore, cannot be burned twice over," &c. "I can see nothing that in the least invalidates your views respecting the *prevention of smoke*, by the combustion of that which would become smoke, *if you would let it*."—Since the following returns were made, we are informed that the Queen *Victoria* (Liverpool), and the *Brandon* (Glasgow), have had the apparatus successfully applied.

Names of Steamers.	*How long since the apparatus was introduced into your vessel?*	*Did your furnaces make much smoke before they were altered?*	*Do they make less smoke since they were altered?*	*Had you a sufficient supply of steam before the furnaces were altered?*	*Have you as good or better command of steam since the alteration?*	*Does the use of this apparatus effect any saving of fuel, and to what extent?*
HIBERNIA.	Twelve months.	A great deal of smoke.	Much less smoke, scarcely any to be perceived.	Yes—but not too much.	Yes—a great deal better, and was enabled to blow off copiously.	On the average of trips we save at least 3 cwt. per hour.
BALLINASLOE.	Seven months.	Not much smoke.	Since the alteration there is less smoke than before.	Yes.	I should say a better command of steam, though we have new cylinders of larger dimensions.	Consumption much about the same as before, notwithstanding about sixteen horses power added, and an increase of two revolutions.
NOTTINGHAM.	19th April, 1841—say two years.	Yes—a very thick black smoke.	No smoke is now made, except when fires are first lighted, or coals are being thrown on.	No—scarcely enough of steam.	We have now an abundant supply of steam.	Consumption of fuel the same as before.
ATHLONE.	Seven months.	A great quantity of smoke was made previously.	No smoke is now made after the fires are put in good order, a slight smoke when men are firing.	Rather insufficient in steam.	We have now a very plentiful supply of steam.	About four tons of fuel less is now consumed in the trip than before the alteration.
ROYAL ADELAIDE.	Ten months.	Yes—we smoked very much.	Only when fires are first lighted, or with bad coal.	No—we had but little, except with very good coal—then with great exertion we worked to full power.	We are convinced we have, and particularly with good coals.	Yes—this is experienced when burning good coals, but not when with a bad quality.
ROYAL WILLIAM.	23d Nov., 1842.	Made much smoke with the former boilers.	Very little smoke now.	The apparatus was attached when the present boilers were put in.	Sufficient supply of steam.	Apparatus always applied to these boilers.
PRINCE.	Always to these boilers.	Smoked much with former boilers.	We have made very little smoke since the commencement, with present boilers.	Apparatus always attached to present boilers; plenty of steam at all times.	Apparatus always attached—plenty of steam at all times.	Apparatus always attached, therefore cannot say.
PRINCESS.	Nine months.	A great quantity of dense black smoke.	They now make scarcely any smoke after the fires are well lighted.	We had sufficient before the alteration.	We have quite sufficient as we had before.	Without the air pipes we made—16 voyages ......hours 371; Coals consumed ..tons 171; With the air pipes we made 16 voyages..hrs. 372; Coals consumed ..tons 133; Saving ......tons 38
LEEDS.	Above two years.	Going before the wind they smoked considerably—at other times not so much.	No smoke except when firing up or making the fires, and then only a short time.	We always had a good command of steam.	We have better command of steam; if the coals are good we can make any quantity of steam with the greatest ease.	To the best of our judgment about 4 cwt. per hour.
BIRMINGHAM.	One month.	At times they smoked.	No black smoke now appears while under way, but sometimes a little grey colour a few seconds after firing.	I have always a sufficient supply of steam.	At all times sufficient command, and are now enabled constantly to blow off steam.	We save about 1 cwt. to 1½ cwt. per hour.
MARS.	Nine months.	A dense black smoke.	Much less smoke.	No—we had not sufficient steam.	Very much better.	From the nature of our service, I cannot say.
ORIENTAL. (*From Alexandria*).	Twenty months.	Yes—we smoked considerably, as much as any vessel of our class.	After all is warmed through we do not smoke, only when firing up or raking, and then only a slight volume for a few seconds.	We were always pretty well for steam when using good coals.	We consider that we have a much better supply with the air apparatus—there is no question of it.	We think we are saving from 3 to 4 cwt. per hour. For many voyages our consumption averaged 26cwt per hour.—It was 30 cwt. previously.
HINDOSTAN. (*From Calcutta*).	Put in on arrival at Southampton.	Voyage from Liverpool to Southampton smoked much, from both funnels.	Smoke is now seldom or never seen.	Not over abundant.	Sufficient steam now.	The air boxes are a great saving, both in fuel and supporting the bridges.
SHANDON. (*Glasgow*).	Four months.	A great quantity of smoke.	Smoke nearly done away with, except at firing, and when raising steam from cold water.	Sufficient.	Much about the same.	From 15 to 20 per cent. of fuel saved.
DÆDALUS. (*Liverpool*.)	Nine months.	A great deal of smoke.	No smoke now except when the fire is lighted.	Not half enough.	Much better.	Yes—at least one-third.

THE HYDRAULIC RAILWAY, AND THE VELOCITY OF WATER FALLING THROUGH VERTICAL PIPES.

TO THE SUBSCRIBERS OF THE ENGINEER AND ARCHITECTS' JOURNAL.

GENTLEMEN,—My letter to you, in the *Mining Journal* of February 11, acquainted you with my reasons for addressing you through this excellent and respectable medium. It mentioned that I had recalled a letter, on an occasion which I then explained (and which appeared in the *Mining Journal* of January 14 and 28), from the office of the *Civil Engineers' Journal*. This letter I demanded back on the 2d of January. No notice of my having done so was taken in the next (February) Number, but in the succeeding (March) Number, it was notified that, in consequence of my having withdrawn a letter from the office, my communications could not appear in the *Civil Engineer and Architects' Journal*. It is worthy of remark, that in the interval between the appearance of the February and March Numbers of the *Engineers' Journal*, my letter to you was given, as above stated, in the *Mining Journal* of 11th February. Hence it would seem, it was the letter I had the honour of then addressing to you, and not the former one, addressed to your Editor, which I had withdrawn from his office, that brought him to the determination of announcing that, as far as he was concerned, as little as possible of anything I might write, should be laid before you. The whole matter appears to be a very unfortunate attempt at turning the tables on me, and is remarkable for nothing but its *finesse*, and being quite ill-timed.

My former letter to you, in this *Journal*, was in reply to some Editorial remarks in the *Civil Engineer* for February, which, though headed with the title of "The Velocity of Water in Vertical Pipes," were immediately levelled at my system of hydraulic propulsion—in fact, they constituted a resumption of a part of your Editor's review of the hydraulic railway in a former Number. In the April Number your Editor again took up the subject, but as he [illegible], at the commencement of the article, a letter from a correspondent, which, in the long run, proved a complete answer to his subsequent conjectures—for they deserve no better title—it would have been allowed for me to have offered one word on the subject. In the Number for the present month, however, another correspondent has again solicited attention to the same subject; and, as this gentleman appears to express his sentiments in a proper spirit of fairness and candour, I beg to offer—and I trust in a similar candid spirit—a few remarks on his communication; for no article based on anything having the appearance of sound data, can be offered on the velocity of water falling through vertical pipes, without having, one way or another, immediate reference to the hydraulic railway, whether the same be expressed or not.

The correspondent, "I. T——s," to whom I am now referring, in the *Civil Engineers' Journal* for this month, closes his communication with a conclusion at which he believes he has arrived, by the aid of good data, which he expresses in these words:—"The velocity of water, descending the interior of a pipe sixteen feet long (sixteen feet vertical), is equal to two thirds of the natural velocity due to a body, after it has fallen through a distance, in free space, equal to the length of the pipe." Now, supposing, for a few moments, his deduction to be correct, let us consider how the law which he here endeavours to establish, will act in the case of hydraulic propulsion. [illegible]

[illegible] of this velocity will be equal to a speed of nearly forty-six miles an hour, and I can only say further on this subject, that my ambition, for the present, does not aspire to a speed of more than three quarters of that.

I have thus far discussed the subject with "I. T——s" on his own ground, as it appears to me the most easy method of setting this question at rest, as far as it might be supposed likely to lead to unfavourable conclusions respecting powerful and efficient application in practice of hydraulic propulsion. But while I admit that his theories are ingenious, I beg to submit to the candid and unbiassed consideration of "I. T——s" the three following circumstances:—1. The formula in *Tredgold's Tracts on Hydraulics*, from which, in the pamphlet I have published on the subject of the hydraulic railway, I deduce the velocity due to the fall of a vertical column of water in piping of one foot in diameter, and 120 feet high, is derived from the facts published by the very first authorities in hydrodynamics; that this velocity is equivalent to that of a body falling from the same height, freely through space, less by the friction due to the pipe; and that these first authorities in the science tried numerous experiments in piping, though generally on a small scale, to ascertain and make themselves masters of the dynamical facts connected with natural velocity of water in piping. 2. Water, which is commonly [illegible], is termed non-elastic, has inherent in it a very brief, sharp, and rigid spring, which may be compared to that of a billiard ball, the powerful rebound of which from a pavement is well known. This sharp spring immediately, and at once, throws a vertical column of water when released into its utmost velocity of descent; a fact which is proved when you turn the cock of any pipe, whether large or small, conveying water from any altitude. Hence, when a vertical column of water is set free, this spring makes it bound off at once with the velocity due to its altitude. It might possibly be objected that it would re-act through the column, and be partly lost on its upper surface, but there the superincumbent column of the air meets it; and it is universally admitted that the blow, or impact of the air, when immediate, is vivid and strong. The inertia of the liquid column also assists in forming a re-acting abutment to the hydraulic spring. 3. The operation and [illegible] circumstances of the columns of air above and below a vertical pipe discharging water, require very careful consideration. That above the water is constantly pressing with undiminished and undeviated energy upon the surface; in fact, it is driving, or squeezing, the water out of the supply-reservoir; that below the vertical column, is, by the discharge of the water, carried along with it; soon thrown into a rapid aerial current rushing down in the same direction. Hence it must lose no small portion of its retarding influence, and leave a considerable balance of pressure in favour of the superincumbent column of air, and, therefore, in favour of the velocity of the discharging column of water. Though "I. T——s" appears to be a reflecting man, these three circumstances seem to have escaped his notice, and I now submit them to his deliberate consideration. It is not by one or two facts, and the first flush of the comparison, however bright, that the data of science are to be established; but by most carefully gathering together all the facts bearing on the point under discussion, and with equal care estimating, if possible, their respective values.

I again, gentlemen, solicit your individual and personal, careful consideration of the hydraulic railway, and I beg to assure you, that nothing will, at any time, afford me greater pleasure than to give any of you any information which it is in my power to supply on the subject of this invention; which I have long deeply studied, and the full and practical development of which, I trust, will sooner, or later, prove of great benefit to society.

I remain, gentlemen, yours, respectfully,

Bath, May 5. J. G. SHUTTLEWORTH.

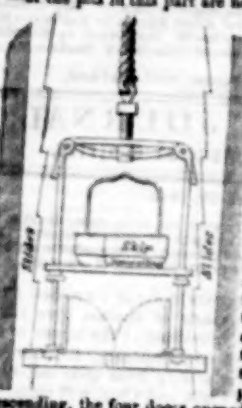
NEW JOINT-STOCK BANK.—We have authority to state that a new joint-stock bank will immediately be formed in this town, in the place of the Yorkshire District Bank; three-fourths of the capital required, being already subscribed. We are informed that the prospectus will be issued next week, and that the capital is to be [illegible], in [illegible] shares of [illegible] each. A list for the signatures of shareholders, lies at the Yorkshire District Bank, in the Haymarket.—*Sheffield Iris.*

ORIGINAL CORRESPONDENCE.

VENTILATION OF MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having many opportunities of watching the workings of the coal mines in the neighbourhood of West Bromwich, and having known and seen much of the melancholy effects of imperfect ventilation, it has forcibly struck me, that a very simple and practical mode of ventilation might be adopted, without having recourse to the furnace in effecting the change of air, &c., by its increase of bulk. Not being a practical miner, I trust some allowance will be given to my suggestions. As many—indeed, nearly all—of the pits in this part are nearly cylindrical from top to bottom—the



size in diameter varying very little—I propose that the apparatus which is used for drawing up the coals, instead of what is commonly called "skips," be made similar to the annexed sketch. The platform on which the coal-skip shall rest, to be about three feet above another platform, framed and covered with boards, 1½ inch thick, which shall extend to within about six inches to the side of the pit all round—the framing, of course, would be crossed, which will give an opportunity of fixing four flap-doors; it will be quite necessary to have these platforms guided up and down the pit by slides, to prevent the timber from touching the sides of the pit; the flap-door, mentioned above, will be supposed to be nearly tight, that, when they are shut, there will be no way for the air to escape but by the edge of the platform. Now, suppose this apparatus descending, the four doors opened to let the air freely pass through, until it arrives at the bottom, when the empty skip is removed, and the full one placed upon the upper platform—all the four flap-doors then shut, the apparatus immediately ascends, which must, of course, displace nearly the whole of the air, &c., in the pit, and create a draught through every avenue in the working. I calculate, in a pit 6 ft. 6 in. diameter, and 110 yards deep, that every time the coals, or apparatus, was brought up by the engine, it would at least displace 9000 cubic feet of air. I expect it will be said that there is too much trouble in opening and shutting these doors; this need not be an obstacle, as a very little trouble would make the apparatus, in that respect, self-acting, which would be very useful to work the apparatus up and down, perhaps a dozen of times, before the men should venture down. It will be observed, that the above apparatus, is, in fact, changing the pit into a pump. Along with the above—I have known several instances where the pit-rope has either been cut or worn out, so that it has given way with frightful effect—there is an additional apparatus for safety, and which would not be attended with much expense; two catch levers, which are attached to the corners of the bow of the skip, that, should the rope break, the two levers fly out and catch upon the guide-slides; these will be easily understood by the above sketch. If you think the above suggestions worthy a place in your excellent Journal, it will oblige a constant reader.

J. B.

Bellevue-terrace, Handsworth, near Birmingham.

[We are indebted to our Correspondent for his communication, and need hardly add, that we are most anxious, at all times, to receive suggestions, and to record them in our columns—indeed, by the insertion of such communications, the Journal becomes, not only interesting to the adventurer, but valuable to the working miner.]

DEEP ADITS AND CROSS-CUTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—For some time previously to the appearance of the remarks on the deep adit, in your Journal of the 6th inst., I had under consideration a little sketch of Cornwall, made with a view to an extensive system of

cross-cutting east & west, and also south and north, with a view to the discovery of all the lodes, and the geological nature of the country. Such a system of cross-cutting (see sketch) would also unwater the mines and country in the vicinity above high water-mark. I believe there is a difference in the tides of the several channels—but still there is a high water-mark.—There is one inconvenience occasioned to the inhabitants by the Gwennap adit, and that is a scarcity of water, which ought to be supplied to the poor pilgrims in a very different way from what it is now; and, perhaps, by those who cut off the supplies. The observations on the Gwennap adit, and its utility, preclude the necessity for further remark, especially as a word to the wise is sufficient. I may remark, however, that the funds might be raised by a mine tax, collected by the treasurer of the Vice-Warden's Court. A public Act to be passed by the Government, the same as for turnpike-roads generally.

Penzance, May 16.

ALFRED T. J. MARTIN.

[That encouragement should be afforded to our home mines by Government, we readily admit, for Parliamentary legislation has seriously affected them. We think, however, there would be a difficulty in obtaining the assent of mine adventurers to a tax for the execution of a work calculated only to benefit the few, although, as applied to the employment of the miner, it may be considered as a whole.]

EXTENSION OF THE APPLICATION OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the present depressed state of the iron trade, it becomes of high national importance to devise judicious schemes for the absorption, as far as possible, of the present large over-production. Although the plan I am now about to propose appears feasible, I am not sanguine enough to hope, but that some difficulties may present themselves to its practical working, adopting the mode laid out in this sketch; yet, at all events, my aim will be sufficiently answered, if it be the means of eliciting, from those better acquainted with such a subject than myself, some well-digested scheme, having the same principle for its basis. Most of your readers have, no doubt, taken notice of the plates used by iron founders, termed knob-plates. They are plates of cast-iron, with regular projecting knobs, about one to the square inch; between these knobs sand is rammed hard to the level of their tops, and, being made even, forms a level surface of sand, bound together by the projections, and is usually turned over to form a top for the mould, to render the castings smooth-faced, instead of having the rough surface of open sand castings. Plates on this principle I would make use of for the paving of streets—the interstices to be filled up with lime and gravel, or bituminous composition, or whatever else should be found most advantageous. Practice also would show whether keeping the knobs entirely covered by such a coating, or allowing them to appear, so as to protect it from wear, would be most economical. The curbs of the pavement should be of cast-iron, of such pattern and device as should be most useful and ornamental, with a double ledge—one for the support of the foot pavement, which may also be of iron plates, grooved, or otherwise indented or roughened, and one on the other side, for the support of the main bearers of the plates, which are to form, as before described, the roadway of the street. The main bearers should be of cast-iron, about three or four feet apart, in shape somewhat like rafters, in lengths of five or six feet, and terminating at either end in a kind of prong, with two transverse holes, so as to be rigidly keyed to the next continuous bearer. This system of bearers should extend across from curb to curb, and abut against the same, having such a curve as the roadway is intended to have, and it should, I think, act partly on the principle of an arch. The short transverse bearings, uniting the main bearings, should be, I think, of wood, to deaden the jar, as these would be the only portions of the fabric in contact with the plates, or they may be cast-iron, with a strip of wood screwed up between them and the plates. The plates themselves would, I imagine, be sufficiently strong, if of ½-inch thick cast-iron, with knobs ½-inch high in addition, equal to, if the knobs occupy about the same space as the interstices, a plate of 1¼-inch thick. Presuming that the bearings left an unsupported space of three feet square, a plate 1¼-inch thick would, I believe, support upwards of nine tons. A square yard of 1¼-inch cast-iron plate would weigh 3 cwt. 3 qrs., and allowing one-third, or 1 cwt. 1 qr., for bearings, the total weight of a square yard, as described, would be 5 cwt.; at 3*l.* per ton, cost 15*s.* per square yard. It may be said that 3*l.* per ton is too low a rate for these castings; but, believing that this sort of plates may be moulded with very little more labour than pigs of iron, and cast direct from the blast-furnace, I feel pretty confident, looking at the present price of Scotch pig, that most of the ironmasters in Scotland would be glad of an order of a few thousand tons of such plates, even at a lower price, delivered in London or Liverpool. The bearings may be laid on the present undersurface of the streets, and a regular underground access may be reserved by trap-doors at intervals, with the gas and water pipes, and sewers, or the streets themselves may be excavated, and let out as workshops, &c., to the adjacent houses—proper pillars, or arches, of course, preserving the street above. Wrought-iron pins should pass from below, through the shorter bearings and the plates, and be screwed fast by nuts, of the size of the knobs, to produce uniformity of appearance, holes being substituted for some of the knobs in casting the plates, at the proper intervals, for this purpose.

May 16.

CHALYBS.

[We should be glad to find the iron trade in a more healthy condition, for, at the present moment, the increased supply over the natural demand causes sales to be forced, and, hence, the reduction in prices. We have our doubts as to the practicability of our correspondent's scheme—the jar, or concussion, on roadways being calculated to fracture the plate. The idea is well worth reflecting upon, and will, doubtless, attract the attention of other correspondents, by which the object of "Chalybs" will be achieved.]

INSTRUMENTS FOR MEASURING AIR IN MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Seeing an account of an anemometer, in your last week's paper, invented by Mr. James Welsh, I am induced to send you a description of a very simple and efficient instrument, for measuring the current of air in mines, or the velocity of the wind—invented by myself. I would premise, that the vanes, being constructed on a mathematical principle, the instrument may be made of any size which might be thought most convenient, and the vanes so arranged in conformity to the size, and such indices attached thereto, as would be found correctly to measure the velocity of the current, without actual experiment.

The instrument I have had constructed for this purpose is a wheel, one foot in diameter, having ten oblique vanes of thin sheet copper, perforated, to render them as light as possible, and afterwards covered with tissue paper (a fine varnished silk would, perhaps, be better). The vanes are set at such an angle, that the wheel makes one revolution in the time a current of air, two feet in length, passes through it. The axle of the wheel carries an endless screw, into which works a toothed wheel, having thirty teeth, on the axle of which is fixed the index; this index, therefore, makes one revolution in the time the anemometer performs thirty, and, as each revolution of the anemometer is performed by the action of a current, or column, of air, two feet in length, one revolution of the index registers the passage of sixty feet of air. It will be evident that, if an observer notes the number of revolutions and parts of the index per minute, it will give the rate in feet and parts per second, of the velocity of the current through the mine. To facilitate the observation, there might be attached to the instrument a minute-glass, which should be turned when the index points at zero on the dial-plate, after the wheel has been in motion for a few seconds, and assumed a uniform velocity.

I exhibited the instrument I have been describing, at the last quarterly meeting of the West Riding Geological and Polytechnic Society; but, being only just completed, I had not had an opportunity of trying its correctness. I have since frequently tried it, by the side of a lighted candle, in a wavering current of air, just sufficient to give divergency to the flame, to one hand or the other, and have found the instrument immediately sensible of the alteration in the currents, indicated by the slightest variation in the tendency of the flame. I have also measured a distance of sixty feet, in a passage free from currents, and have found the index uniformly describe one revolution, whilst I walked with it in my hand, at different rates of speed, over the measured distance; all that is previously necessary is, to walk a few yards before the observation is made.

I have read with great interest the various papers on the ventilation of mines, which have appeared in your useful Journal, and submit this little instrument, with the greatest confidence, as a correct test of the comparative efficiency of any of the proposed plans. I venture, also, to challenge a comparison with any of them, for economy and efficiency, of my mechanical ventilator, described in your paper in December last—when properly applied, and impelled by a sufficient moving power.

Wentworth, May 16.

B. BIRAM.

[We are well pleased to find that the articles which have appeared in our columns on this important subject have elicited the letter of our correspondent, and trust that those who take an interest in the question, will give their attention to the arrangement above defined, and offer such observations as they may consider apply to its efficiency, or any objections which may suggest themselves.]

BOLANOS MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You would afford information to the proprietors of the Bolanos Company, by inserting in your Journal the extracts from the letter of the manager of Zacatecas, Mr. Penny. What appeared in your paper last Saturday was, I believe, the mine captain's report; but, as it bears date the 25th February, and Mr. Penny's letter the 12th March, the latter gives an account more recent by a fortnight. Moreover, Mr. Penny's letter will become valuable, as a point from which to trace the progress of the workings as future advices are received. It is a report of each mine, after the personal inspection of the manager, accompanied by the mine captain—succinct, yet clear, and the works contemplated appear to be judicious, and carefully economical. This letter is copied for the use of the proprietors into one of the books in the shareholders' room, but a communication from Mr. Floresi, from Bolanos, received by the same mail, does not appear there, which I think it ought to do, if, as I hear, it contains a rough estimate that the company will receive 344,000 dollars on winding up the Bolanos negotiation, for machinery, ores, &c.

London, May 17.

A CONSTANT READER.

[We are indebted to our correspondent for directing attention to an omission which was quite inadvertent on our part, being, at all times, desirous of giving the fullest information under the head of "Mining Correspondence," and more especially where such, as in the present instance, appears to be of interest and importance. On reference to another column, in which a copy of Mr. Penny's letter is inserted, "A Constant Reader" will observe that we duly appreciate his letter.]

MINING IN SPAIN.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having had my attention called to a leburated article in the *Cornwall Gazette*, wherein the motives by which the papers which have appeared in your Journal are impugned, I think it only right to state, that you are at perfect liberty to show to any party interested the original papers from which such abstracts are made. Any one acquainted with the districts will at once see that your notes are far from exaggerated statements, as, indeed, they hardly do fair justice to the several adventures. As it may be prudent, for reasons which it is unnecessary for me here to mention, that further extracts should undergo my revision, so that I am individually responsible (although I have no right to complain of your omission, except the brevity of your observations), I have to beg you will withhold any further abstract until my return to town, when I shall be happy to revise the same, and take upon myself, if necessary, the responsibility of the statements made by you, although such is, in fact, done by the notes in your possession. I hope to be able, in a few days, to give you some further information, which may be interesting to your readers, and, in the interim, transmit you extracts from letters lately received, which not only bear out the representations made, but afford additional evidence of the increasing value of the mines of Spain.

Pearce's Hotel, Truro, May 16.

J. M.

[We have abstained from making further extracts this week, and have only to refer our readers to the leading article treating on the subject, as well as an extract from the *Morning Herald*. It is hardly necessary to tell our correspondent, that, when articles appear in our columns which assume an Editorial character, we at once adopt them, and are answerable for their correctness.]

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I perused the article in your Journal of the 29th ult., on subject of the proceedings in this concern, and expected to have seen recorded in the papers the result of the further proceedings of the Court of Aldermen; but it appears, as you seem to have made up your mind, that the discussion, or decision, of these gentlemen, is intended to be postponed until the last moment—if even then given. It is now within five weeks of the day for the election of Lord Mayor (June 24), and up to this moment, although nearly twelve months have elapsed since the inquiry was instituted, no result has been come to. There are Courts of Law and Courts of Aldermen; the delays in the first are well known, and I think that, in future, the delays in the latter will be duly appreciated. Is it true that orders have been given for the wine to be restored to the bins at the Mansion House? because, if so, we need hardly speculate on the result of the inquiry.

A LIVERYMAN.

[We have no information on the subject, with which we can enlighten our correspondent, but we feel assured, that the Right Hon. the Lord Mayor, with a recollection of certain matters connected with the Blackwall Railway, of which the hon. gentleman was a director, will, most undoubtedly, be foremost in elucidating the truth of charges calculated to militate so seriously against the character of the magistracy.]

THE "LAIDLAW" GAS-METER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—We were much surprised at having brought under our notice, in your Journal of the 6th inst., an article under the above title; and, as it gives us credit for what we have no right to claim, we beg to disclaim all connection with the appearance of such article.

Edinburgh, May 17.

R. LAIDLAW AND SONS.

[We insert the letter of Messrs. Laidlaw and Sons, disclaiming "all connection with the appearance of such article" as appeared in the Journal of the 6th instant. We have only to observe, there is no evidence, that we are aware of, to show that the article emanated from those gentlemen, or to lead parties to believe such to be the case; indeed, those who best know the principles on which the Journal is conducted, will acquit us, as well as those gentlemen, of any such charge or implication.]

STEAM-CARRIAGE AND WAGGON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having heretofore experienced your readiness and attention in affording assistance and information to unfortunate shareholders, induces me once more to trespass on your columns, for the purpose of appealing to the highly-respectable and responsible directors of "The Steam-Carriage and Waggon Company," or their secretary, William Shaw, Esq., to afford some information to the shareholders through your valuable Journal. It would be very satisfactory to be informed whether they still intend to carry out the original objects of the company? and, if not, whether the funds are all expended, or any part to be returned to the subscribers? It has now been five years on the *tapis*, and, therefore, quite time to be progressing or dissolved—at all events, some information is due to the shareholders. I observe there is a bill passing through Parliament, called the "Anderton Carrying Company's Bill," which I presume the directors of this company know something about; and, if so, it will be acceptable to the numerous shareholders to be enlightened on the subject.

Bath, May 17.

PATIENCE.

[We have reason to believe that the Anderton Carrying Company's bill is quite distinct from the proceedings of the Steam-Carriage and Waggon Company; but we readily give insertion to the letter of our correspondent, as it may elicit information from others more immediately acquainted with the merits of the two respective companies.]

INSTITUTION OF CIVIL ENGINEERS.

MAY 16.—The PRESIDENT in the chair.—A paper by Captain Handcock was read, describing a railway axle of an improved form invented by him, which had been used for nine months on the Southampton Railway. The improvement consisted in making the journals of a conical form at the shoulder-end, and at the outer end a similar conical collar slides upon the journal, and can be forced forward by a screw collar at the extremity; the brasses are also conical at the entrances, following the parallel form of the journal, and meet in the centre within half an inch; they can revolve in the bored cast-iron boxes, when the friction upon them becomes excessive. It has been found that this form prevents the usual oscillation of the carriages, because, if the brasses wear, the conical collar is screwed up, and the lateral motion ceases; the wear and tear is diminished, and the saving of oil is very great; it was stated that one pint of oil had sufficed to lubricate all the axle bearings of a six-wheeled engine, and a four-wheeled tender whilst running 924 miles, and that there was not any tendency to heat.

A paper was read upon zinc, as a protecting covering to iron, and the adaptation of the process of electro-deposition for this purpose, by Mr. T. Pellat. Iron is, from its superior affinity for oxygen, susceptible of rapid decomposition, and it has ever been a desideratum to discover some cheap mode of protecting it; the ordinary methods of painting and tinning being not sufficiently durable. By the laws of electricity, when metals are in contact, the negative metal is protected at the expense of the positive, and, under all ordinary circumstances, zinc being the positive metal, it becomes a protector to the negative metal—iron. Zinc, like most metals in commerce, is not to be met with pure; in the other metals, however, the impurities do not generally tend to the injury of the metal with which they are in contact; such, however, is not the case with zinc and its impurities; together (when in contact with moisture) they generate a galvanic current, by which the zinc is rapidly destroyed. The impurities existing in ordinary zinc, and the difficulty and costliness of the process of sublimation, in order to procure pure zinc, were noticed. It was also strongly insisted on that impure zinc itself being of little value, could not afford protection to any other metal upon which it might be coated; and that, therefore, the mode of plating iron with melted zinc (of commerce) was objectionable. The report made to the French Academy, by M. Dumas, was quoted. He says:—"The zincing of iron, by steeping it in a bath of melted zinc, has many inconveniencies; besides the iron combining with the zinc, constitutes a very brittle superficial alloy, the iron losing its tenacity." It is well known that, in the deposition of metals from metallic salts, by the electro-process, the pure metal only is deposited, so that the process proposed in the paper is not open to the ordinary objections. The iron zinc being coated with zinc in a cold solution, its state is in no way changed. The expense of the process was stated to be trifling, not exceeding that of four coats of oil paint. The electro process seems entirely to overcome the difficulty of coating with pure zinc, as well as to afford facilities for covering ironwork of whatever form or size, and as it requires no great outlay, the process may be carried on anywhere. Zinc has another great advantage, though itself easily oxidised, the oxide, in ordinary circumstances, is insoluble, and affords a protection to the metal below. For roofing and many other purposes, it was suggested that zinced iron would be found very useful. Many specimens of zinced iron (some of which had been exposed to the weather for months) were exhibited to the meeting, as well as specimens of iron coated with copper by the same process. Some large specimens of railing for the palace, coppered upon iron, the ornamental part at top being gilt, appeared very beautiful. It was stated that the patentees, Elkington and Co., Moorgate-street, have lately given an estimate for zincing the suspension-bridge at Hungerford Market.

The following paper was announced to be read at the meeting of Tuesday, May 23:—Second communication upon the "Action of Air and Water, whether Fresh or Salt, Clear or Foul, and at Various Temperatures, upon Cast-Iron, Wrought-Iron, and Steel," by Robert Mallet, M. Inst. C.E.

MITCHELL'S PORTABLE RAILWAY.—The principle of the contrivance, the object of which is to facilitate locomotion on common roads, is to communicate motion from the driving to the bearing-wheels, by means of an endless chain, made somewhat in the form of a watch chain, with projections which fit into notches cut in the periphery of the wheels. The principle is the same as has been tried long since, with the difference, that, in former cases, the band, or chain, passed round the driving-wheels and round a drum fixed on the axle of the bearing-wheels; whereas, in this case, the chain passes round the periphery of both the driving and bearing-wheels. By this contrivance, the chains may be said to run upon the road, and the bearing-wheels upon the chains, forming, as we conceive, the "Portable Railway." The inventor expects immense advantages from the improvement, the principal of which is, that the bearing-wheels will be prevented from slipping. So far from, but Mr. [illegible] has overlooked the fact, that the chains will be as liable to slip upon the road, as the bearing-wheels in previous cases.

BRITISH ALKALI COMPANY.—The half-yearly general meeting of this company was held at Stoneygreen, on Wednesday last, F. [illegible], Esq., in the chair, when the usual dividend of 4 per cent. was declared, clear of income tax.

NEW COAL-PIT AT WHITEHAVEN.—It appears that a new coal-pit, about 150 fathoms deep, was formally opened on Thursday week, near the [illegible] at Whitehaven, and has been named "The Duke of Wellington Pit."

ARGUS LIFE ASSURANCE COMPANY.
39, THROGMORTON-STREET, BANK.
Empowered by special Act of Parliament, 5 & 6 William IV., cap. 76.
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William Banbury, Esq. | Right Hon. John Humphery, Lord Mayor of London, M.P.
Edward Bates, Esq. | Thomas Kelly, Esq., Ald.
Thomas Camplin, Esq. | Jeremiah Pilcher, Esq., Sheriff of London and Middlesex.
James Clift, Esq.
Rupert Ingleby, Esq.
Lewis Pocock, Esq.

Physician—Dr. Jeaffreson, 2, Finsbury-square.
Surgeon—W. Coulson, Esq., 2, Frederick's-place, Old Jewry.
Consulting Actuary—Professor Hall, of King's College.

LOW RATES OF PREMIUMS.

In addition to the subscribed capital of £300,000, the assured have the security of the company's income of nearly £60,000 per annum, yearly increasing, and an accumulating assurance fund, invested in Government and other available securities, of considerably larger amount than the estimated liabilities of the company.

The rates of premium are reduced to the lowest scale compatible with the safety of the assured and the stability of the company, thereby in effect giving to every policy holder an immediate and certain bonus without risk, in lieu of the deferred and frequently delusive prospect of a periodical division of profits.

ANNUAL PREMIUM TO ASSURE £100.

Age.	For One Year.	For Seven Years.	Term of Life.
20	£0 17 8	£0 19 1	£1 11 10
30	1 1 8	1 2 7	2 0 7
40	1 5 0	1 6 9	2 14 10
50	1 14 1	1 19 10	4 0 11
60	3 2 4	3 17 0	6 0 10

One-third of the "whole term" premium may remain unpaid at 5 per cent. comp. int., as a debt upon the policy for life, or may be paid off at any time without notice.

In assurances for advances of money as security for debts, or as a provision for a family, when the least present outlay is desirable, the varied and comprehensive tables of the Argus office will be found to be particularly favourable to the assured.

The medical officers attend daily at a quarter before 2 o'clock.

EDWARD BATES, Resident Director.

A liberal commission to solicitors and agents.

AUSTRALASIAN COLONIAL AND GENERAL LIFE ASSURANCE AND ANNUITY COMPANY.
Capital £200,000, in 2000 shares.

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The advantages offered to EMIGRANTS to the Australasian colonies by this company are—First, that no extra premium is charged for residence in any of the Australasian colonies, except in New Zealand. [illegible]

Prospectuses and full particulars may be obtained at the offices of the company, 126, Bishopsgate-street.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.

This institution is empowered by special Act of Parliament (4 Vict., cap. 9), and is so constituted as to afford the benefits of life assurance, in their fullest extent, to policy-holders, and to present greater facilities and accommodation than are usually offered by other companies. [illegible]

PETER MORRISON, Resident Director.

A board of directors attend daily, at two o'clock, for the despatch of business.

VICTORIA LIFE ASSURANCE COMPANY.

DIRECTORS.
Sir J. Duke, Ald., M.P., Chairman. | Benj. Hawes, Esq., Deputy Chairman.
Benj. Barnard, Esq. | Charles Baldwin, Esq.

Peculiar advantages are offered by this company. [illegible]

WILLIAM RATRAY, Actuary & Secretary.

SEYSSEL ASPHALTE COMPANY (Claridge's Patent).

[illegible]

J. FARRELL, Secretary.

Seyssel Asphalte Depôt, Stangate, near Westminster-bridge, March, 1843.

CARSON'S ORIGINAL ANTI-CORROSION PAINT.—

[illegible]

PARTNERSHIP.—An opportunity presents itself to any party DESIROUS of EMBARKING £2000 to £3000 in an ENGINEERING and FOUNDRY ESTABLISHMENT in South Wales, very advantageously situate, the business of which requires a further capital than that already employed. The fullest information will be rendered on application to "R. W.," care of Mr. H. English, at the office of the *Mining Journal*, 26, Fleet-street, and reference made direct to the principals.

SMOKE NUISANCE.—ECONOMY OF FUEL WITHOUT the NUISANCE from SMOKE, by C. W. WILLIAMS'S ARGAND FURNACE.—The principle of this furnace consists in the mode by which the air is introduced to the gaseous matter evolved from coal, whereby a more perfect combustion of the constituents is effected, the process being conducted on true chemical principles as explained by Mr. Williams, in his *Treatise on the Combustion of Coal*. A furnace constructed on this principle may, by permission, be daily seen in action at the Water-works, Soho-street, and Manchester Railway Station, Edge-hill, Liverpool.

For further information, apply to Dircks and Co., agents, 1, Town-hall-buildings, Cross-street, Manchester.

PHOTOGRAPHY.—GREAT IMPROVEMENTS having been recently effected in this interesting and extraordinary science, by Mr. BEARD, the patentee, in the process of TAKING and COLOURING LIKENESSES, the public are particularly invited to an inspection of varieties, at the establishments, 85, King William-street, City; Royal Polytechnic Institution; and 34, Parliament-street; where exchanges for new, in lieu of old, portraits, may be had, on payment of 1s.—Colouring small busts, 5s.

PHOTOGRAPHIC MANIPULATION, price 1s. 6d.—containing SIMPLE and PRACTICAL DETAILS of the most improved processes of PHOTOGENIC DRAWINGS, DAGUERREOTYPE, and CALOTYPE, illustrated with cuts—just published, by E. PALMER, 103, Newgate-street, London, where may also be had all the Apparatus and Chemicals required for carrying out these interesting and valuable discoveries.—N.B. Merchants and the trade supplied.

SMEE'S ELECTRO-METALLURGY, Second Edition, just published, price 10s. 6d., corrected, considerably enlarged, and illustrated with numerous wood cuts, containing the whole rudiments of the SCIENCE, with a New Theory of Galvanism, and formula for ascertaining its power; also the practice of Electro-Gilding, Plating, and the processes for making Electro-Medallions, the Electrotype, Glyphography, &c., comprising every circumstance likely to render the Treatise as complete and useful as possible.

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OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATION OF DESIGNS, 14, LINCOLN'S-INN-FIELDS.—Inventors and capitalists are informed, that all business relating to the securing and disposing of BRITISH and FOREIGN PATENTS, Preparation of Specifications, and Drawings of Inventions, is expeditiously and economically effected. Also Registrations under the new Consolidated Copyright of Designs Act, 5 and 6 Vic., cap. 100.—A prospectus, containing much useful information, may be obtained, and references to an alphabetical list of patents and registrations made, on application to

Mr. ALEXANDER PRINCE, 14, Lincoln's-Inn-fields.

IMPORTANT TO INVENTORS AND PATENTEES.—Mr. J. B. HILL, having been engaged as a CIVIL and PRACTICAL ENGINEER, during the last twenty years, in making designs and carrying out highly important works, machinery, &c., for some of the most eminent engineers of the day, has COMBINED therewith the PRACTICE OF PATENT AGENT, in obtaining patents, entering caveats, making drawings and specifications, and transacting every department of patent business.—J. B. H. begs to suggest to inventors and others the great advantage arising from confidentially CONSULTING and EMPLOYING ONE whose knowledge has been acquired from PRACTICAL EXPERIENCE IN THE USEFUL ARTS, instead of committing the scientific part of their business to those who, from want of mechanical knowledge, have, in many cases, obtained patents which have subsequently proved void in law, from imperfect description, uselessness, or want of originality—thus involving a serious loss to the proprietors.—Entire cost of English patents, 100 guineas; Scotch, 70 guineas; drawings and specifications for enrolment, from 10 to 15 guineas.—Books and records of all patents investigated, and every kind of information furnished.—Designs and drawings, surveys, reports, estimates, arbitrations, and valuations of all descriptions of works, executed with ability and dispatch.

[illegible], Chancery-lane.

COMPOSITIONS FOR WRITING WITH STEEL PENS.—STEPHENS'S WRITING FLUIDS.—These compositions, which have so remarkably EXTENDED THE USE of the STEEL PEN, are brought to very great perfection, being more easy to write with, more durable, and in every respect preferable to the ordinary ink. In warm climates they have become essential.

They consist of
An instantaneous black ink.
A blue fluid, changing into an intense black colour.
A patent unchangeable blue fluid, remaining a deep blue colour.
[illegible]
A brilliant carmine red, for contrast writing.
A carbonaceous record ink, unchangeable by any chemical agent.

[illegible]

Prepared by HENRY STEPHENS, the inventor, 54, Stamford-street, Blackfriars-road, London, and sold by stationers and booksellers.

[illegible]

STEPHENS'S SELECT STEEL PENS.

[illegible]

MEETINGS OF SCIENTIFIC BODIES.
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	[illegible]	Monday	[illegible]
Medical	[illegible]	Monday	[illegible]
Royal Medical and Chir.	53, Berners-street	Tuesday	[illegible]
Civil Engineers	25, Great George-street	Tuesday	[illegible]
Zoological	57, Pall-mall	Tuesday	[illegible]
[illegible]	[illegible]	Wednesday	[illegible]
Society of Arts	Adelphi	Wednesday	[illegible]
Geological	Somerset House	Wednesday	[illegible]
[illegible]	[illegible]	Wednesday	[illegible]
[illegible]	[illegible]	Wednesday	[illegible]
[illegible]	[illegible]	Thursday	[illegible]
[illegible]	[illegible]	Thursday	[illegible]
[illegible]	[illegible]	Thursday	[illegible]
Royal Institution	Albemarle-street	Friday	[illegible]
Royal Botanical	Regent's-park	Saturday	[illegible]
[illegible]	[illegible]	Saturday	[illegible]

PUBLIC COMPANIES.
MEETINGS.

City of Dublin Steam-Packet Co.	[illegible], Dublin	May	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
Hull and Selby Railway Company	Town Hall, Hull		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	King's Head, Poultry		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	Crown and Anchor Tavern	June	[illegible]	[illegible]
Waterloo Bridge Company	Crown and Anchor		[illegible]	[illegible]
Bank of Australia	[illegible]		[illegible]	[illegible]
[illegible] Railway and Dock Co.	[illegible] Chambers, London		[illegible]	[illegible]
Regent Canal Company	[illegible]		[illegible]	[illegible]

DIVIDENDS.

Imperial Brazilian Mining . [illegible] per share . Winchester-house . May [illegible]

RAILWAY MEETINGS.

Two railway meetings have taken place during the week, of which our space only allows a partial notice. At the South-Eastern, the directors' and engineer's reports were of a very satisfactory nature, the former of which, with the accounts, was unanimously adopted; the branch to Folkestone will be completed soon after Midsummer, and the whole line to Dover opened within the year—while the balance in hand will, with a very trifling addition, be amply sufficient. An especial vote of thanks was passed, with much acclamation, to William Cubitt, Esq., for the eminent talent displayed in removing the Round-down cliff, and other impediments to the works, the successful results of which have been of the highest importance.—At the special meeting of the Croydon Company, for the purpose of submitting a draft of the bill for a branch line to the Bricklayers' Arms, the whole estimate was stated to be [illegible], including the stations, of which the Croydon Company's share was [illegible]; a resolution was passed for inserting a clause, authorising the company to raise the necessary sum by the issue of new shares.

NOTICES TO CORRESPONDENTS.

The Mining Journal is regularly published about Two o'clock on Saturday afternoon, at the office, No. 26, FLEET-STREET, where it can always be obtained and there is no cause for irregularity in its supply, in town, other than neglect on the part of the agent through whom it is ordered; but, as respects its transmission to country subscribers, the blame is shared with the Post-office authorities.

"W. T." (Camborne).—We are obliged to our correspondent for his letter, and for the information conveyed, which, however, we are unable to use at present. We have received several on the same subject, and shall shortly have some observations to offer, when his hints will not be lost sight of. Has nothing occurred of late in his own neighbourhood worth communicating?

The continuation of Mr. F. N. Johnson's lecture—On Metallurgy and Mineralogy, as Applicable in the Arts—is unavoidably postponed.

Mr. J. Murray, on the Safety Lamp—Mr. S. B. Rogers's Data for Blast-Furnace Managers—Description, with cuts, of the New Albert Signals for Railways—Mr. Clay's Improvement in the Manufacture of Iron—Mr. Donbavand, on Scientific Education of Practical Men—Quicksilver Mines of Idria—Mr. T. Deakin—Mr. A. T. J. Martin—in our next.

Several papers, &c., intended for our present Number, must stand over.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, MAY 20, 1843.

· Parties desirous of ordering the *Mining Journal*, can do so, either direct to the office, or through any newsvender or bookseller in town or country. Notices of irregularity in its delivery are requested to be forwarded to the office where every endeavour will be made to rectify the cause of complaint.

The working of mines in Spain appears to excite increased attention—at the same time, that the prospects of success give rise to apprehensions on the part of those interested in the mines of this country, as well as to our Cornish contemporary, the *Cornwall Royal Gazette*, that the influx of ores arising from their import, in addition to those from the mines of Cuba and Chili, will materially affect the mining interests of this country, whether we consider the adventurer or the working miner. We are free to confess that our opinion is in unison with that of our contemporary, that the successful working of the mines of Spain will have an effect on our home mines, and here we have a further illustration, if not a happy one, of the results of the working of the new tariff—a measure which we ever considered fraught with danger, and which, at the period of its first promulgation, we deprecated as being uncalled for, and highly injurious to the home miner. It is true that the produce of the mines of Cuba and Chili have fallen off, and that the net returns, or profits, have been reduced, but it is equally clear that we have suffered a depreciation in the standard, arising from the alteration in the law, which has had, if not a fatal effect, at least one of a serious nature, on the mines of Cornwall, as demonstrated by the comparative standard of the present moment with that of some months since.

Having been made subject of attack by our contemporary, it is only just to ourselves, as well as fair to him, to meet him on his own ground, and see how far his observations are fairly applicable, more especially as we believe he will be ready to admit, that, with less opportunity of acquiring knowledge, so far as locality of domicile is concerned, we, at least, have access to information as fully and as perfect as himself; having, moreover, made, since our last, a flying visit into the western mining district of Cornwall, and inspected, among other interesting points, the machinery at Tresavean, for the descent and ascent of miners, on which we purpose saying something in an early Number.

We do not propose to offer any remark, by way of establishing our position, inasmuch that it is too well founded, and so acknowledged, as to render such course necessary; but, as we find that we are not singular in the opinions we entertain (as will be observed by an article, copied from the *Morning Herald* of yesterday), we think that our Cornish contemporary will henceforth be rather disposed to adopt the remarks or opinions of those whose attention is immediately directed to mining pursuits, than to offer an opinion on that of which, comparatively, he knows but little. That our Cornish friend shall, however, have the full benefit of his "remarks and opinions," we here extract the first paragraph with which the Editor introduces the subject:—

> Mines in Spain.—Since public attention has been directed to the mines in Spain, by the discussions which took place on the quicksilver contract, we have noticed a succession of articles, chiefly in the *Mining Journal*, all directed to puffing the mineral treasures of the Peninsula, and the wealth to be obtained, if English skill and capital were directed to its mines.

The Editor here, by implication, charges us with lending our columns to "puffing the mineral treasures of the Peninsula," and, therefore, it behoves us to place before our readers the evidence on which we arrived at the conclusions on which our remarks were founded. It is, however, right that full justice should be done to the Editor of the *Royal Cornwall Gazette*, published in the immediate locality of the principal copper mining district of England, and hence we quote the next paragraph:—

> The extravagance of these articles reminds us of the gudgeon nets which were set in almost every London paper during the mania for foreign adventure which preceded the disastrous crash of 1825. The following is "from a correspondent" in the *Mining Journal* of Saturday. The puff character of the whole is not to be mistaken. The story of the Virgen del Carmen Mine, which produced in March [illegible] arrobas ([illegible] tons) of "very rich ore," is, indeed, "coming it rather strong." When the stream has been baited with a few more of these attractive articles, we may expect to see the net cast, in the shape of proposals for a company, the directors having very considerately first appointed themselves, and made arrangements for bringing out the shares at a premium.

It is only necessary here to refer to the notes which appeared in our Journal of the 6th inst., by which it will be observed, that the articles of which complaint is made, were extracted from the public journals; but if our readers will refer to the article in question, they will best understand the subject, which, we apprehend, is more than the Editor of the *Cornwall Gazette* is capable of doing. We will admit that the feeling which actuates him—although we cannot accord to him our assent to his views—is praiseworthy; but it is to be regretted he did not make himself master of the subject. The further observations of the Editor are so inapplicable, according to our reasoning, that we can hardly understand the question to be fairly entertained, or must consider that there is more than an ordinary degree of obtuseness on the part of the Editor of the *Cornwall Gazette*, or ourselves; the result will best prove whether our Cornish friend has arrived at correct conclusions. But, to the paragraphs in question:—

> That this is the object, is evident from the following Editorial article in the same paper:—"We are not aware (with one or two exceptions) that these enterprises have been taken up by parties in London, the good folks in Madrid being determined on securing to themselves the 'El Dorado.' We wish them every success—so that, by the working of their mines, they employ the population; that they contribute to the State, in the way of dues, and thus afford the latter the means of paying their dividends on the bonds issued by the Spanish Government. We have reason to believe, however, that several mining districts have been surveyed at the expense of English capitalists; and, further, that measures are about being adopted for working the copper mines of Linares, which, according to the last reports, are yielding sixteen tons of copper ore, of 20 to 25 per cent. produce, and four tons of lead ore (containing silver), of 75 per cent. produce—daily. We are not in a position to enter more particularly to the mines, at the present moment; but—[illegible] that the working of them with English capital is, as we are assured, [illegible]—we [illegible] at liberty then to advert to them.—The present number of persons employed, we are given to understand, is about [illegible], and the monthly expenditure about [illegible]. This is something for Spain. But—What would be the results if in the hands of English capitalists, with all the appliances of our improved machinery and mode of dressing the ores?"

Now, we contend, that, in placing these facts before the mining interest of the country, we pursued alone the even course presented on the first publication of the Mining Journal—that of upholding mining operations, in affording evidence of the successful results which may attend the application of capital to such pursuits, when they are of a legitimate character; and, further, we may add, that, with reference to the mines of Linares, the advices lately received not only bear out the representations made, but are of a far more highly promising character.

In closing our observations, we take the concluding paragraph of our contemporary, who says—

There is another 'Spanish' puff in the same paper, for the Valencia mines. Quicksilver mines, likely to vie with those of Almaden—lead in veins three or four feet wide, and yielding 80 oz. of silver to the ton of ore—cobalt, and green carbonate of copper, in great abundancy—are declared to exist. To all such moonshine promises we would apply one word, equally suitable, whether it be understood as a Latin verb, or a reminder of a late notorious adventurer—Cave!

It is really too bad that, with so much ignorance of the subject on which he writes, so much assurance should be displayed. Our contemporary must, indeed, be fully aware that he is quite *innocent* on mining matters, and more especially as regards the mines of quicksilver and cinnabar; and we, therefore, think he would have acted the more prudent part had he confined himself to the expression of his opinion, founded on local observation, and not have attempted "to run a muck, and tilt" with those who, we believe, he will be ready to admit, are better informed on the subject—whether abroad or at home.

We are glad to find that there is a prospect of a greater consumption of tin, in this country, than heretofore; but how far such may be beneficial to the tin miner, or avert the injury which he may sustain from the Government measure—which admits Banca and other foreign tin into this country, at a nominal duty—remains to be seen. The purposes to which this metal is newly applied, under a patent, are those of sheathing vessels, and the manufacture of gunpowder cases, both of which have been partially adopted by Government—the metal, from its incorrosive properties, bidding fair to come into general use, to the exclusion of copper, and other metals, or compounds, such as Muntz's yellow metal (which is composed of certain proportions of copper and zinc). We are informed that tin is far more pliable than copper, for the purposes of sheathing, and is not subject to the injurious effects arising from the action of either salt water, acids, or the temperature of the climate in which it may be employed. A vessel has been fitted with it, at the Government Dock-yards, Deptford, within the past few days; and we hail, with pleasure, the adaptation of a material which, without some increased demand, will, we fear, become comparatively unknown, as one of the products of this kingdom—although its importance, at one period, was not only considered to be of the first moment, but formed the main object of mining operations in Cornwall.

The "combustion of smoke, with a saving of fuel," would appear to be almost an interminable question, were we to reflect on the many columns devoted in our pages to its consideration; and—having more than once determined on putting an end to the discussion, believing that nothing new could arise between the several disputants, beyond the measures proposed by them in the specification of their patents, and the practical application to the several furnaces to which the one or other was applied—we have felt a reluctance to continue a subject which became, to a certain extent, devoid of interest. It appears, however, that the matter is likely to be revived by Mr. Rodda (whose letter appeared last week), while an increased interest is given by the tabular returns inserted in another column, and for which we are indebted to Messrs. Dircks and Co. (the agents of Mr. C. W. Williams). It is hardly necessary for us to recapitulate the several points, or to direct attention to the advantages which have been derived from the application of the patent to steam navigation (although we have heretofore more particularly confined ourselves to stationary-engines), as the table will itself best demonstrate the value of the patent, as compared with the ordinary construction of furnaces. As we do not propose discussing the question, but merely afford evidence on which others may arrive at conclusions, we take leave of the subject for the present.

It was our intention, in the present Number, to have given a tabular statement, showing the sales by ticketing for the twelve months ending 31st December, 1842, and those of the current year; but—inasmuch that, while the result arrived at affords conclusive evidence for our present purpose, such cannot be considered complete in itself—we merely refer thereto, reserving the tables until the close of the six months ending 30th June. It may, however, not be amiss to observe, that the sales of ores by public ticketing in Cornwall, for the six months ending 31st December, gave a return of 74,058 tons of ore, yielding 5462 tons 3 cwt. of fine copper, being equal to 7¼ per cent., and producing, in money, 402,225*l.* 19*s.*; while, in the four months of the present year—or, rather, taking the proportion for six months, adding to the actual returns 50 per cent.—we find that the produce is 72,303 tons of ore, or 5458 tons 4 cwt. of copper, the amount being 407,035*l.* 11*s.* 6*d.* Looking, however, back to an earlier period of six months—as, for instance, January, 1842—we shall find that the standard for ores of 7¼ produce, was then 126*l.* 13*s.*; that, since that period, they have been 107*l.* 3*s.*, or a reduction of 19*l.* 10*s.*; while the present standard for ores of that ley may be cited at about 112*l.*

Having made some remarks on the Spanish mines, in reply to a contemporary, we are bound to say thus much, although we defer drawing conclusions until a future day; indeed, "facts and figures," without words of explanation or deduction, speak for themselves.

Institution of Civil Engineers.—The annual conversazione of the president of this most useful institution is fixed for Friday and Saturday, the 16th and 17th June next. From the recollection of the high gratification we experienced last year, and the magnificent display of models, &c., connected with every branch of science and art then exhibited, we anticipate the forthcoming "re-union" with the most sanguine expectations. We need hardly point this out as an excellent opportunity of attracting the attention of the scientific world to new inventions, &c., and earnestly urge all in possession of models, works of art, or curiosities, likely to interest scientific men, to forward the same to Mr. C. Manby, the secretary, at the house of the society, Great George-street, Westminster, for exhibition at the meeting, who, we feel assured, will take the utmost care, and safely return them when done with.

Duchy of Cornwall.—His Royal Highness Prince Albert, accompanied by his suite, arrived at Somerset House on Tuesday, shortly after twelve o'clock. In a few minutes afterwards, his Royal Highness, attended by the officers of the Duchy of Cornwall, proceeded to the Court, when Thomas Pemberton Leigh, Esq., Q.C. (late M.P. for Ripon), was sworn in before his Royal Highness as Chancellor of the Duchy of Cornwall, and the Hon. I. S. Talbot, Q.C., Attorney-General to the Duchy, and also Attorney-General to his Royal Highness the Prince of Wales. Immediately after the ceremony, Prince Albert returned to Buckingham Palace.

Argand Gas Burner.—A correspondent, writing from Gateshead, informs us that he has improved the common argand gas-burner, by making the orifice to consist of two concentric rings [illegible] and allow only a very thin cylindric sheet of gas to pass between them. He informs us, that the flame obtained with this burner has not the mixed appearance of blue and white, so noticeable when the drilled burner is used, and that the blue part of the flame does not extend so far above the surface of the burner. It has been tried by two other parties who agree in giving this description of burner a decided preference over the drilled one. We see no objection to the improvement; the new burner can be made as cheaply as old argand, and the cylindrical orifice can easily be calculated to emit the same quantity of gas as a given number of holes of a given diameter. We suspect, however, that the argand burners, upon which our correspondent has founded his comparison, have not been of the best make—have had too few jets, and those too large.—*Glasgow Practical Mechanic.*

East Coast Railway to Scotland.—We understand that G. Hudson, Esq., the indefatigable chairman of the York and North Midland and the Newcastle and Darlington Railway Companies, accompanied by Hodgson Hinde, M.P. for Newcastle, J. H. Lowther, Esq., M.P. for York, R. Hodgson, Esq., M.P. for Berwick, and Robert Stephenson, Esq., C.E., had this week an interview with Sir Robert Peel, to solicit the aid of Government in completing the railways to Scotland by the east coast. Mr. Hudson stated a plan for the consideration of the Premier, which was fully discussed; by this scheme, with the assistance of Government, he proposes to carry the line from Newcastle to Berwick-upon-Tweed; and, upon this being undertaken, the directors of the Edinburgh and Glasgow line will be prepared to extend the line from Berwick to Edinburgh, thus completing the entire route of railway communication. Sir Robert Peel received the deputation with courtesy, and the matter is now under consideration of Government.—*Yorkshireman.*

PROCEEDINGS OF PUBLIC COMPANIES.

ALTEN MINING COMPANY.

The annual general meeting of the shareholders was held at the London Tavern, on Thursday, the 18th instant.

John Labouchere, Esq., in the chair.

The notice convening the meeting having been read, the minutes of the last meeting were confirmed, and the Chairman read the following directors'

REPORT.

When we held our last annual meeting, on the 3d of May, 1842, although we said little regarding future prospects, yet we felt some hopes, founded on the reports from Alten, that the losses of the twelve months (amounting to 5480*l.*) would terminate our series of disastrous years, and we should have the more pleasing task of announcing, when we again met, that the workings had left some profit. From what then passed, it seemed also understood that, should the result of the year again be unsuccessful, the affairs of the association were to be wound up with as little delay as possible, and in such a manner as, in the opinion of the directors, might appear most beneficial to the shareholders. The accounts from the mines continued very encouraging; but, as the season advanced, we could not but observe that the deliveries of ore to the smelting-house—the only certain test, except the shipments of copper, of the correctness of estimates—were so very scanty, as to give us serious apprehensions of their correctness; and, from the calculations we were able to make here—which, unfortunately, proved too accurate—we felt convinced that we were working to a heavy loss, that is—that the profit, nominally made on breaking the Raipas ore, was more than absorbed by the loss incurred in breaking the ores which were necessary to form a good smelting mixture. Alarmed at this discovery, which seemed to threaten to involve the association in serious embarrassments—our finances, as you are well aware, having previously been in anything but a flourishing position—Mr. Woodfall was requested to proceed to the mines, where, from his local knowledge, it was thought, if he could not effect much actual good, he might, at least, avert some of the impending evil. On his arrival, he found that our fears had not exaggerated the dangerous state of the concern (as you will have learned by his report, inserted in the *Mining Journal* of the 17th of December), and he took immediate measures to reduce the establishment, and to convert, with as little delay as possible, the large stock of stores and materials into copper, at the same time leaving discretionary powers with the managers to follow up a new and promising discovery—now known, we presume, to all the shareholders, as Wilson's lode. This discovery has caused a most fortunate turn in the affairs of the association, although [illegible]

As Mr. Crowe had expressed an opinion that, if the present shareholders were no longer inclined to pursue the speculation, he should be able to find purchasers for the property [illegible]

[illegible]

Dr.	*Balance sheet.*			
1841—Dec. 31—To balance	[illegible]	£14,358	13	5
1842—Disbursements at Alten and England for twelve months	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
Total		£25,180	17	5
Cr.				
1842—Dec. 31—By a difference in exchange, calculations, and small variations		£83	17	6
Net proceeds of copper and ore—153 tons 13 cwt. 2 qrs. 11 lbs.		[illegible]	5	3
Balance carried off to capital invested		[illegible]	14	9
Total		£25,180	17	5

A letter from a gentleman resident in Hamburgh was read, making an offer, on behalf of influential parties, to purchase the mines, provided the shareholders would empower the directors to sell the property, and that the present company would retain one-quarter of the shares.—Mr. Poynder said the first question for the consideration of the directors was, to ascertain if the mine was in such a state as to hold out a hope of future profitable working, and, if not, then to take steps for the sale on the best possible terms. For one, he was not disheartened by the losses they had hitherto sustained, and he thought the discoveries made of Wilson's lode, and the improvement of Raipas ought to encourage them to persevere. He should not consent to sell, unless on such terms as would not reduce the capital below 60,000*l.* He called on Mr. Woodfall, as having a thorough acquaintance with the property, to give his opinion on the subject.—Mr. Woodfall said that, under the present circumstances of the mine, which was now working at a small profit, the only mode he could recommend was, by all means, to go on—at the same time, from their former experience, they knew the very uncertain nature of the lodes, and he should recommend, if Mr. Crowe could obtain the sum named (about 37,000*l.*), or 7*l.* per share, he should certainly say, sell!—Mr. Crowe said the loss was easily explained; it had arisen chiefly from numerous experiments and failures in smelting, the re-building of all the furnaces, constructing new railroads to the smelting-houses, erecting new dressing and stamping-work, a new warehouse, jetty and house at Raipas, an over-valuation of the Gallent, and leaving only a loss of about 1000*l.* on the mines, which arose from part of the United Mines failing in last year, causing a considerable expense, and reduced returns. Mr. Crowe stated that a German scientific and practical man, from the Royal mines of Mansfield, travelling on account of the Prussian Government, visited and remained at the works four months last year, had given a very favourable report of their condition, and stated, as his opinion, that they ought to exist, and be profitably worked, for a number of years.—Mr. Nesark had read this report, and confirmed the statement.—Mr. Crowe further stated, that every practical man that had either been in the service, or visited the works, was of the same opinion—that he had strenuously recommended the sale to the directors, as he felt the association had not capital sufficient to work the mines on the most advantageous terms—and that the hand to mouth system hitherto adopted was ruinous.

Mr. Moratta said, that if they had formerly been too sanguine, and felt the more keenly their present disappointment, let them not now be too desponding, and give up their property without an effort to restore it to its original value. He thought the best plan would be—and it was one which would leave them open to reap every advantage, should the mines continue to improve—that the meeting should empower the directors to dispose of the property when, and in what manner, they should see best for the interests of the company, provided they obtained for the mine and plant not less than 25,000*l.*, independent of the stores, copper, &c. In the meantime, the works would still be proceeded with, and if any prospects of great improvement appeared, the directors would use their judgment, whether it would not be better to continue the mines to the present company.—A very lengthened conversation ensued on this subject.—Mr. Poynder contended it would be a suicidal act to sell their property, now so promising, for any such sum; that the present price of shares had nothing to do with it, the question being only—What was the property worth? while others expressed the opinion, that the present price of shares being only 4*l.*, the offer of about 7*l.* per share ought to be accepted, if the money could be obtained, it being distinctly stated, that asking too high a price would inevitably break off the negotiation.—After much discussion, the resolution was carried in the following shape—[Mr. Poynder, not wishing to create division, withdrew all opposition]:—"That this meeting do empower the directors to negotiate for, and conclude, a sale of the company's property at the mines, provided they do not accept a smaller sum for the mine and plant than 20,000*l.*, independent of the stores, copper, &c., which, at the end of October last, were valued by the directors at about 19,000*l.*"—The Chairman observed, that, should the negotiation be effected, it might be an inducement to many shareholders to know, that in Hamburgh a proprietor was only liable to the amount of his share, while in London the scripholder ran the risk of being sued for debts on the property to any amount.—The report and accounts were then unanimously adopted; and, on the motion of Mr. Poynder, a vote of thanks was passed to the chairman and directors, for their continual and assiduous attention to the best interests of the company.—The Chairman returned thanks, and the meeting broke up.

BRITISH IRON COMPANY.

The annual meeting of this company took place at the London Tavern, on Friday, the 19th inst., and was numerously attended by the proprietors.

Sir George Larpent, Bart., in the chair.

The Chairman stated that they had been called together under the circular letter to each proprietor, which he read to the meeting.

The cash account and balance-sheet to the 31st December, 1842, signed by the auditors, were laid on the table for the inspection of the proprietors.—The minutes of the last meeting were read.—The following report of the directors was then read by the Chairman:—

REPORT.

The present is an annual general meeting of proprietors held in pursuance of the Deed of Settlement and regulations of the company. At this meeting, three directors—viz., Mr. Harrison, Mr. Wilson, and Mr. Barclay; and one auditor, Mr. Mokon, will go out of office. None of the proprietors having given the requisite notice of their intention to become candidates for the office of directors, except the three directors going out of office, resolutions will be proposed that they be again elected. A resolution will also be proposed that Mr. Mokon be elected an auditor.

A report of the receipts and disbursements of the company in the half-year ending on the 31st December last, and the balance-sheet of that date, both signed by the auditors, are laid upon the table. The directors regret that there is no mitigation of the great depression, which has now existed for a very long period, in the [illegible] only from the causes which have so seriously affected the manufacturing interests of the country generally, but, also, from the very large quantity of iron produced in Scotland—in which part of the kingdom the make, until within these few years, was quite insignificant. The directors exceedingly lament the continuance of this depressed state of the trade, as unavoidably occasioning a loss upon the trading operations of the company, notwithstanding the large reductions effected in wages. These operations for the half-year, ending on the 31st December last, and their result, may be briefly stated as follows:—

THE MAKE OF PIG IRON.		Tons
Abersychan		[illegible]
Dudley Wood and Netherton, connected with Corngreaves		7,[illegible]
Ruabon		[illegible]
Total make of pig-iron		17,174

THE MAKE OF BARS, RAILS, AND OTHER MANUFACTURED IRON.		
Abersychan—Bar-iron and rails	tons 1847	
Mill-bars	141	—[illegible]
Corngreaves		[illegible]
Brierley-hill		714
Ruabon		[illegible]
Total make of bars, rails, and other manufactured iron		15,071

At Corngreaves steel works there have been sold 41 tons of steel.—At Abercarn there have been raised [illegible] tons of stone-coal and culm, and [illegible] tons of limestone.—At the Lion collieries there have been raised for sale [illegible] tons of coal, exclusive of the quantity used at the works. The result has been as follows—viz.:

LOSS.

Corngreaves—Loss from sale of part of the iron which was on hand at the beginning of the half year	£1876 10 11	
Deduct profit upon the half year's operations of the works	347 6 9	
Leaving a balance of loss of		£1129 4 2
Brierley-hill—Loss on the operations of the works	£ 119 10 [illegible]	
Ditto from sale of part of the stock	[illegible]	— 715 10 1
Lion colliery		[illegible]
Ruabon		[illegible]
Abersychan—Loss on the operations of the works	£[illegible] 10 [illegible]	
Ditto from sale of part of the iron which was on hand at the commencement of the half-year, at lower prices than it had been valued at	1757 [illegible]	
Making together		£7944 10 11
At Abercarn the minimum fixed rents are	£ [illegible]	
But there is a profit upon the operations of the half year of	148 9 11	
Which leaves a balance of loss of		£ [illegible]
At Cwm Neath the fixed rents are	£ 438 10 [illegible]	
And there has been a small outlay on the property of	£[illegible] 11 [illegible]	
From which is to be deducted one year's rent of Briton Ferry Wharf, due in July last	[illegible] — 1 11 [illegible]	— 484 1 [illegible]
At City road Wharf—difference in rent		[illegible]
		£10,[illegible]
Deduct cost of Romney Valley property		10 0 0
Leaving the amount of loss and of fixed rents		£10,[illegible]
To which are to be added the amount paid for discount	£479 12 [illegible]	
Law expenses (for the whole year)	1484 14 [illegible]	
Part of the cost of the company's Act of Parliament written off	80 0 0	— 1047 17 9
Making the loss on the trading business of the company		£12,[illegible]

Though this result be necessarily unfavourable as a whole, from the state of the trade, the proprietors will observe that upon the half year's operations of the Corngreaves Works (apart from the loss mentioned upon the stock) there has been a small profit, and that, taking all the company's Staffordshire works together (Corngreaves, Brierley-hill, and the Lion Collieries), which are their most important properties, there has been no loss upon the half year's operations of the works, notwithstanding the extremely low selling prices of iron; [illegible]

[illegible]

early a period as possible. The other parties, whose cases are in a state for argument, have, with one exception, consented to abide the decision in Mr. Goldsworthy's case.

Ever since the report of the committee of proprietors, in the month of September, 1841, the directors have anxiously looked to the means of winding up the affairs of the company, by a sale of its property; but, from the state of the iron trade, this was then, and has ever since been, impracticable. The directors, participating in the expectations of those best informed on the subject, had hoped for such an improvement as would give a marketable value to the property, and thus enable them to carry out their intentions—but in this they have been altogether disappointed, the price of iron having continued to fall to a degree quite unprecedented. The manufacture has, in consequence, been attended with a serious loss, in addition to the heavy payment the company have to make for interest. Under such circumstances, it has appeared to the directors absolutely necessary that decided measures should be taken to meet the liabilities of the company, and thus, at all events, put a stop to the heavy drain for interest. It may be doubted whether, in the present state of the trade, the property of the company would find a purchaser on any terms; but it is certain that a forced sale, at such a time, would not yield a sum sufficient to discharge the debts of the company, without further and very heavy calls upon the proprietary. It is, therefore, quite obvious that the company cannot proceed to sell, without making some other provision for payment of its debts—except, as they were, by the purchase of the property in question. The directors have anxiously desired to avoid pressing further on the proprietors, but the claims of the creditors are paramount to all other considerations. The question is one in which all have the same interest, for, whatever differences may exist among different classes of shareholders, all are alike bound in honour, as in law, to the creditors of the company, for the faithful payment of its debts. Under these circumstances, the directors have been in active consultation with the leading shareholders upon various plans for discharging the claims on the company, and they had hoped to be able to submit to this meeting a scheme for that purpose; they regret, however, that difficulties have occurred to prevent them from doing so this day; they will not, therefore, enter now into details, but, fully alive to the importance of the question, and the anxiety it must occasion to the shareholders, they intend to propose that a special general meeting be held on some day, to be fixed by the directors, not later than the 1st July next, to receive a report on the subject; and, in order to facilitate that object, it is proposed that the following proprietors be appointed as a special committee, to consult and arrange with the directors such scheme as may appear to them best to be adopted, viz.:—J. S. Brownrigg, Esq., D. B. Chapman, Esq., S. Hoare, Esq., S. Ricardo, Esq., J. A. Smith, Esq., and the auditors of the company, viz.:—C. Kerr, Esq., T. Moxon, Esq., and J. S. Smith, Esq.

The directors have already noticed the fact, that, since the judgment of the Court of Queen's Bench on the action against Mr. Goldsworthy, a very large number of shareholders have paid up their calls in arrear, and they confidently expect that this example will be generally followed; but it must be obvious that, should a dissolution of the company take place, those who have not paid their calls would be called on by a very summary proceeding to pay the debts of the company; and the directors assure the shareholders, that in any scheme they may suggest for the liquidation of the company's engagements, they will always contemplate, as part of the plan, the means of enforcing a rateable contribution to the company's liabilities by all the solvent shareholders.

Matthew Harrison, Alexander Wilson, and George Pearkes Barclay, Esqs., were re-elected directors of the company, and Thomas Moxon, Esq., was re-elected an auditor.

The Chairman then observed, that they would now come to the main business, which would be followed by a resolution, which he should have the honour to propose, for the appointment of a committee of proprietors. He hoped they would think this the wisest course that could be adopted, in the present state of their affairs, and, from the manner in which the report had been drawn up, he hoped no one would think there was anything like concealment, or a desire to withhold information, on the part of the directors. He sincerely regretted the further losses which they had incurred, the principal cause of which was the continued and great depression in the price of iron, which, in 1836, was 11*l.* 5s. 6d. per ton, and had gradually dwindled down to 6*l.* 2s. in the first half-year of 1842, to 5*l.* 3s. 5d. since, and was, at the present time, only 4*l.* 15s. per ton. Although considerable losses had occurred at some of the works, he would refer to those of Staffordshire, where such was not the case. He regretted there appeared to be no probability of an immediate alteration in trade; and, under that impression, the directors had reduced all charges, salaries, and wages, as low as they were capable of being reduced. The chairman alluded, with regret, to the subject of law proceedings, and quoted, from the *Mining Journal*, the judgment of the Court of Queen's Bench, in favour of the company, and hoped, as it was so clear, that the dissentient proprietors would see the necessity of paying up their calls, with a view to the more speedy settlement of their affairs. To show the value of their property, in the year 1836, after ten years of litigation, the price of their shares in the market was 46*l.* or 47*l.*, but afterwards came the adverse decision of the House, which brought on all their difficulties. That decision made a difference in money to the company of no less than 850,000*l.* The chairman said, with regard to the position of the calls, he thought it right that the proprietors should know, that the shares which had been paid upon to the extent of 75*l.* each were 12,495 shares—the shares which were in default were 6344. Some had paid only 50*l.*, some considerably more; but, without entering into them, there had been paid upon, in full, 12,495 shares.

Mr. Whitchurch wished to know the deficiency?—The Chairman said about 99,500*l.* was the amount remaining unpaid upon the calls.

A Proprietor wished to know if there was any truth in a statement of a deed going the round of the shareholders for raising 80,000*l.*, upon security of some part of the company's property, for paying off some engagements of the company?—The Chairman assured the proprietor he knew nothing whatever of such a transaction.

Major Brownrigg said he should not object to the resolution of the chairman; but, instead of a special meeting, to be convened on the day mentioned, he would propose that this meeting should be adjourned to that day, because, if they had a special one, it would be merely for a specific purpose, and they would not be at liberty to enter into a discussion, generally, of the situation in which the company was placed, which was his reason for wishing an adjournment in preference.—The Chairman thought it would be impossible that any decision could be come to at once at the next meeting, looking at the importance of the subject; and that another meeting must be held, to take into consideration, and confirm, what the committee should recommend.

Mr. Brownrigg said he had, at the last annual meeting, submitted a similar resolution, and regretted it had not been carried into operation before, but he knew it had been found impossible; and, certainly, there was no want of exertion respecting it on the part of the directors. The first object was to get rid of the liabilities, and then to take measures for winding up the concern, and that being the object of the resolution, he should give it his support.—Mr. Chapman made some observations, during which he complained of difficulties being thrown in the way of the company by the acts of the United Shareholders, and especially by the non-payment of their calls. He considered that, as honest men, they were bound to contribute their fair proportion towards the payment of the company's engagements.

Mr. Whitchurch wished to know why the shares were reduced to 50*l.*, and if, in doing so, counsel's opinion had been taken?—The Chairman said it was seventeen years ago since that resolution was passed, when it was not considered necessary to have so large a capital, as it was believed that the contract with Mr. Attwood would be set aside, and the 50*l.* shares were substituted for 100*l.* shares. The resolution was the act of the proprietors, at public meeting; but he was not a director previously to that period, and he did not know if counsel's opinion was even thought necessary under those circumstances. The same body that could reduce the shares, could, of course, raise them to 100*l.* (No, no, from Mr. Jackson.)—Mr. Harrison said the amount of the liabilities had nothing to do with the question. If he had only bought them as 50*l.* shares, and the company's liabilities rendered it necessary to raise them to 200*l.*, he must pay, as they were only a partnership, and not under a charter, and, therefore, every one was individually liable.

Major Brownrigg said he rose in consequence of the remarks of Mr. Chapman, who alluded to the United Shareholders wishing to get rid of it by some quirk or chicanery, and he would tell him that the only object of their movement was, that the directors should not quirk or cheat the United Shareholders. The result of what they had done, showed that you (said the gallant officer, pointing to the directors) owe us a million of money. After making some observations with respect to the other plans remaining to be heard, the payment to Mr. Attwood, and other points, the major concluded by an anxious desire to see the company brought to a conclusion as quickly as possible.—Mr. Jackson complained bitterly of the losses to which they had been liable, by, what he would call, the incompetency of the directors. They had, he said, been promised, two years ago, a profit of 10,000*l.* a year, but there had been a loss of 30,000*l.* last year, instead of a profit, which made, in his opinion, a loss of 60,000*l.* The worthy proprietor concluded his speech by moving that the accounts read at that meeting be printed, and sent round to each proprietor before the next meeting.—The Chairman replied at length to Mr. Jackson, and begged to move, in the first instance, the resolution of the directors for the appointment of a committee.

Capt. Probyn wished to know how much had been called up on the shares?—The Chairman said about 371,400*l.*, and the deficiency was about 99,000*l.*—Capt. Probyn: How far have you liquidated by the calls?—The Chairman said that, to the 31st December last, the amount of calls received beyond 50*l.* per share was 329,000*l.*, and the amount of debt paid off to that date was 215,771*l.*, and of interest 62,169*l.*

A long conversation then ensued about the gentlemen who should be appointed on the committee, when Captain Probyn, Mr. Drane, and Mr. Harding, were mentioned, but wished to be excused, on account of their intended absence from town.—Mr. Ricardo and Mr. Brownrigg said they would willingly retire, if others would take their places.—The following resolution was then carried unanimously:—

That the following proprietors be appointed a special committee, to consult and arrange with the directors such scheme as may appear to them best to be adopted for discharging the liabilities of the company, and to report to a special meeting, to be called for that purpose by the directors of the company, not later than the 1st July next:—John S. Brownrigg, David B. Chapman, Samuel Hoare, Sampson Ricardo, John Abel Smith, William Arthur Wilkinson, and George Probyn, Esqs. And the auditors of the company—viz., Charles Kerr, T. Moxon, J. S. Smith, Esqs.

The resolution of Mr. Jackson was put and negatived, and a resolution of Mr. Whitchurch was also negatived.—The meeting then adjourned.

MOLD MINES COMPANY.

At the annual general meeting of the adventurers of this company, held at their offices, Colonel Nelthorpe in the chair, the minutes of the last meeting having been read, Mr. Taylor's report was laid before the meeting, which showed that, notwithstanding the depression in the market price of the ores sold, a profit of 773*l.* upon the year was made by the mines, and the foundry returns exceeded the amount of costs by 46*l.*; vigorous efforts were making to insure a deeper working of Pant-y-mwyn mine; sixty-seven fathoms of Taylor's whim-shaft had been sunk and risen through during twelve months, and an excellent shaft thus obtained, which was then under the 100 fathom level. Taylor's engine-shaft had been sunk from the 100 to the 110 fathom level, upon the vein, which was of a very promising character. The 100 fathom level east had been driven fifty-three fathoms, which is now sixty-seven fathoms from the shaft, opening a considerable quantity of productive ground—some of it very rich. The 100 fathom level west was extended fifty-six fathoms; the ninety fathom level eighteen fathoms; and the south shaft had been sunk ten fathoms; other extensive works had been completed during the year, the returns for which period averaged 100 tons per month; some profit had been made, after paying off a large amount of increased cost, which had been incurred by the furnishing a new boiler, of large construction, to Taylor's engine, the old engine undergoing complete repair, and a new changing-house, with drying tubs, erected for the men. At Pant-y-buarth and Fowney mines various trials had been proceeded with for developing these mines, from which a small return had been made. The following statement of costs and returns was laid before the meeting:—

Mines. 1842.	Lead ores. Tons.	Costs. £ s. d.	Profit. £ s. d.	Loss. £ s. d.
Pant-y-mwyn	1304	11,879 10 6	393 2 10	—
South Mold	120	487 1 11	519 16 4	—
Pant-y-buarth	60	749 0 3	—	293 6 5
Royalty from small mines	—	—	153 17 5	—
	1484	13,120 0 10	1066 16 7	293 6 5
Net profit		£773 10s. 2d.		

It was then resolved—"That the reports and accounts be approved, printed, and circulated among the adventurers, and that the especial committee for the disposal of Rhyd-y-Mwyn foundry be reappointed;" and thanks having been voted to the chairman, the meeting separated.

TAFF VALE RAILWAY COMPANY.

A meeting of the shareholders in this undertaking was held at the Bush Inn, Bristol, on Wednesday.—In consequence of the financial condition of the company, and other matters, much dissatisfaction has been felt by a portion of the proprietary, some of whom formed themselves into a committee, for the purpose of investigating the circumstances and prospects of the line; and it was by this body the meeting was convened. The chair was taken by J. Hanford, Esq., the eminent ironmaster of Ebbw Vale, who is a considerable shareholder in the company.—The Chairman having addressed the proprietors, a report from the committee of inquiry was read to the meeting, by its secretary, Mr. J. Hanford, in which various grounds of complaint against the directors were alleged.—The committee seemed to be of opinion that the directors had been more mindful of their own interests than of those of the shareholders, and that they had sacrificed the latter to the former. They asserted that certain directors had, in spite of positive enactments to the contrary (in the 100th section of the Act of Parliament), contracted for the supply of articles to the company; that the chairman (Sir John Guest) was carrying his goods over the line at 5s. per ton, while others were charged 7s. 6d., and even higher; that Mr. Coffin (a director) had sold them bad coke, at high prices; that, while he was supplying them, a responsible person offered to do so at 20 per cent. less, which the directors refused; and, on Mr. Coffin's reducing his price 12½ per cent., continued the contract to him. The report further charged the directors with various acts for their individual advantage, and went on to say, "The general character of the management of this line may be summed up as follows:—Disregard of economy—disregard of accounts—neglect of vouchers—inattention to cash transactions—half-yearly accounts incorrectly stated, showing a balance in hand when a loss should have appeared; also, exhibiting a partial view, not revealing the main features of the case—paying interest out of some fund, unknown and unexplained—directors making contracts with directors, in the coke case in particular, of a most indefensible character—directors agreeing with directors, as in the Merthyr tramroad case, to the extent of giving 21,000*l.* (less some old rails, and part of a road) for nothing, to parties who (if a bonus had been given on either side) ought to have given 21,000*l.* to the company, for advantages conferred on them—making branches, without giving any protection to the company for their outlay—freights lowered at pleasure, by directors accommodating directors, who, in this respect, have already accommodated them." In financial matters, the committee complained of great arrears, and entered into statements to show that, after allowing for all that could be expected from authorised capital, the company was involved in liabilities to the amount of [illegible]; and, if to this was added the sum allowed as assets yet to be received, and those required for the completion of the Penydarran, Plymouth, Dowlais, Morlais, and Ely branches, there would be a capital of 205,000*l.* yet to be raised—making, with the 547,300*l.* already expended, 752,414*l.*—A lengthened debate ensued as to the course which it was best to adopt, and it was agreed to print and circulate the report, and to hold another meeting some time hence.—A vote of thanks was passed to the gentlemen who had instituted the inquiry, to the chairman, &c., and the meeting adjourned.

NATIONAL PROVINCIAL BANK OF ENGLAND.

The tenth annual general meeting of the proprietors was held at the offices, Bishopsgate-street, on Thursday, the 11th inst., John Melville, Esq., in the chair.—The report stated that, in August last, the business of the respectable firm of Cole, Holroyd, and Co., of Exeter, had merged in the branch of the company established in that city; two new branches had been established—one at Totness and the other at Newtown, in Wales—the retirement of private establishments having made eligible openings at those places; it concluded by expressing the conviction of the directors in the stability of the undertaking, and that the public continued to show increased confidence in the establishment. The accounts were as follows:—Undivided profits on January 1, 1842, 10,119*l.* 1s. 9d., and net profits of 1842, 23,404*l.* 9s. 11d.—making a total of 33,517*l.* 11s. 8d.; from which deduct dividend, 6 per cent. for the year, 24,040*l.* 10s.—leaves the undivided profits on 31st December, 1842, 12,467*l.* 11s. 2d.—The report and accounts were then unanimously adopted; J. Melville, J. R. Todd, and W. H. Sharp, Esqrs., who went out of office as directors, were re-elected.—Thanks were voted to the chairman, and the meeting separated.

PROVINCIAL BANK OF IRELAND.

The annual general meeting of the proprietors was held at the establishment, 42, Old Broad-street, on Thursday, the 18th inst., Oliver Farrer, Esq., in the chair.—The usual preliminary business having been disposed of, the Secretary read the directors' report, which, after alluding, at considerable length, to the ample supplies of agricultural produce afforded during the past year, stated that, on a review of the business done during that period, the past twelve months had not, upon the whole, been favourable to banking business, but they were, nevertheless, enabled to continue the usual dividend at the rate of 8 per cent. per annum. From the statement of accounts, it appeared the undivided profits at March 31, 1842, was 114,[illegible]*l.* [illegible]s. [illegible]d., which, by the payment of an extraordinary dividend, or bonus, of 4 per cent., amounting to [illegible]*l.*, and two ordinary dividends, of [illegible]*l.* each, to Christmas last—leaving a balance of [illegible]*l.* [illegible]s. [illegible]d.; to which add the net profits for the year, to March 31 last (less the income tax), 47,[illegible]*l.* [illegible]s. [illegible]d., gives a total of undivided profits of [illegible]*l.* [illegible]s. [illegible]d., out of which they recommend a dividend of 4 per cent. for the half-year, payable on the 15th July next.—The report and accounts were then adopted, thanks were voted to the chairman and directors, and the meeting broke up.

Malachite.—A most beautiful specimen of botryoidal malachite, from Siberia, may now be seen at the establishment of Mr. Tennant, the mineralogist, in the Strand. It is about twenty inches in diameter, finely polished, and the colour and figure is, for the amount size, most perfect. We are informed that, in the year 1835, 300*l.* was offered for this unique specimen of the mineral world; but, whatever sum may now be fixed as its value, it would certainly add a lustre to any cabinet in the world.

FEMALE LABOUR IN COLLIERIES.

The moral bulwark which the excellent bill of Lord Ashley, for the emancipation of females from the degrading and brutalising effects of their labour in mines, threw around the coal districts, has been attempted to be broken through; but the insidious attack, we are happy to say, has signally failed. We noticed in the Journal, some weeks since, that some of the "black diamond nabobs" of the north, and especially in Scotland, were on the alert to effect an *amendment* (?) of the new Collieries Act; and, after every preparation for the purpose, such as *getting up* evidence and correspondence to meet their views, with a few compulsory petitions from females, to be allowed go to work again in the mines, their champion (Mr. C. Bruce, the Member for Elgin and Nairn shires) made a bold stand in the House, on Tuesday last, and moved for leave to bring in a bill "to amend an Act of the 5th and 6th of Victoria I., for regulating the employment of persons in mines." He considered the Mines and Collieries Act a very hasty and injudicious measure, and had been productive of great distress, by throwing numbers out of employment. He did not wish to interfere with the Act, as far as related to married women and young girls; but he wished widows and girls over eighteen years of age to be permitted to work in the mines, if they preferred it to other employment, or when (which was nearly always the case with females who had worked in mines) they could not obtain a living in other ways. In a long speech, he attempted to rebut the evidence adduced before the committee of inquiry on the subject, and stated that the accounts of girls drawing waggons through mud and water, like beasts of burden, and the men being nearly naked, was all exaggeration and invention; and, in conclusion, would even consent to the sheriff of the county having the power to grant licenses for the employment of women, and to withdraw them on good ground being shown.—Capt. Lockhart (Member for Lanarkshire) seconded the motion.

Lord Ashley, in an able speech, opposed the bill. He contrasted the number of females thrown out of employment, by his bill—which was so dwelt upon by the mover—with the number of men and boys who had taken their places; and he read a variety of letters from the coal districts, which evidently evinced the feeling of delight with which the news of their amelioration was felt by all the females, particularly the younger girls, scores of whom have been received into families, as servants, and bid fair to turn out very different members of society to what they could have been by remaining in the brutalising atmosphere of the mine. The parents are cheerfully taking back their children, saying they had long grieved to see their daughters the slaves of a few overgrown unfeeling men. As evidence of the feeling entertained, it may be mentioned that one female, with two daughters, hardly knew how to give expression to her joy; the husband had formerly spent the greatest part of all their earnings in drunkenness, and used to beat them most unmercifully; but being thrown on his own resources had taught him to reflect, and the home, which was formerly a "hell," had now become a comparative paradise. Similar instances, however, are detailed, from all parts of the coal districts. He then alluded to the petitions of the poor women, which he showed were compulsory, by threats of leaving them to want, misery, and destitution, being held up; and, respecting one from between 200 and 300 Scotch *ladies* (?), said he was happy to know that no such petition emanated from English females. In conclusion, he said No!—emphatically No!—to the motion.

Sir Jas. Graham, Lord F. Egerton, Lord Dungannon, Mr. Brotherton, Mr. Hindley, and Mr. Ald. Thompson, opposed the motion; the latter saying, that, in South Wales, with which district he was connected, the employing females in mines and collieries was utterly unknown, and he believed that the people in that part of the country would submit to ten times the misery and distress they are now suffering under, rather than permit their wives and daughters to engage in such degrading labour.—The House divided, when there appeared—For the motion, 23; against it, 137; leaving a majority in favour of humanity of 114.

In their anxiety to make out a case, the mover and seconder attempted to prove too much. Mr. C. Bruce tried to convince the House that the horrors exposed by the commission of inquiry were all imaginary; that working in coal mines was most easy; that the roads for the waggons were kept quite smooth, clean, and dry, instead of being up to the ancles in wet; that these waggons were never drawn above nine yards, instead of 400, as stated in evidence; he said they had plenty of time for their meals, and that both men and females were most decently dressed at their work in the mines, the *arms* of the former only being exposed; and Mr. Lockhart said that one woman told him she never knew what health was until she engaged in coal-pit labour. These barefaced exaggerations speak for themselves; and we sincerely hope that every selfish attempt to legislate for the few—merely on account of the difference of pay between male and female labour—at the expense of every moral consideration, may meet with the deserved fate of Mr. C. Bruce's motion, for a bill to *amend* the most humane Act that ever passed the British Legislature—Lord Ashley's Mines and Collieries Act.

COOKE'S ELECTRIC TELEGRAPH.

At the Society of Arts, on Wednesday evening last, a paper was read by Mr. Whishaw (the secretary) descriptive of the improved electric telegraph, as used for nearly two years on the Blackwall Railway, and now fitted up in a most substantial manner between Paddington and Slough—a distance of eighteen miles on the Great Western Railway. Though the principle remains as first invented by Mr. Cooke, he has been indefatigable in carrying out improvements to simplify the working of the apparatus, and words, sentences, and numbers to any extent can now be communicated with the utmost rapidity by the use of only two index hands—five having formerly been employed. The cost under the system first adopted, that of laying insulated copper wire in iron tubing, was found not only expensive in the first instance, being as much as 280*l.* per mile, but most difficult, in case of damage, to ascertain the precise spot, notwithstanding metal boxes were placed on the tubing at certain distances, and an instrument called a detector invented, by which they could discover which side of a box the disarrangement took place, even then it was very inconvenient to repair; the plan now adopted is by fixing strong posts at every 400 or 500 yards, armed with hooks, earthenware pullies, winding racks, &c., and between these, standards of lighter and elegant dimensions, so that the series of wires employed, are carried along at about eight feet from the surface of the line, in regular and parallel rows, drawn tight by the racks, and have a very pretty effect from the road, these posts and standards are well painted, and the wires, wherever they touch the supporters, are carefully protected from damp, which would carry off the electric current into the earth, and thus stop the signal; this plan is considerably more economical, and every wire can be distinctly seen, and should any breakage or accident happen it can be readily discovered and repaired. The index-plate on which the hands work, has on the upper part the five vowels (A E I O U), and on the lower part the semi-vowels (W and Y), and beneath each of these are placed two or three consonants, so that the whole alphabet is exposed to the points of the index, and so simple is the arrangement, that Mr. Whishaw stated that any person of common capacity could become master of these signals in one day, and he mentioned an instance of a youth who was perfectly competent to work them with rapidity and accuracy after about two hours' practice.—Two handles beneath move these index hands in any direction; while they remain perfectly perpendicular (in which position they point to no letter), the electric circle is broken, but, on moving the index point to any letter, the conducting wires are united, and instantaneously the hand at the terminal of the wires, though (on the Great Western Railway) eighteen miles distant, points to the same letter. A code of signals is established, by which certain letters signify whole sentences in common use on railways, by which means the utmost rapidity of communication is insured, but a conversation of any length might be carried on by perfect strangers, by spelling every word, as fast as the same could be written. A model of the apparatus was fixed in the lecture-room, and communicated to an index in another part of the premises, by which signals were passed, and convinced every one present of the great perfection and simplicity of the apparatus, which was further illustrated by diagrams.

Subterraneous Forest—Interesting to Geologists.—We learn, by the *Sheffield Iris*, that for some months back a great many of the poorer classes of the inhabitants of Mansfield and its populous vicinity have been abundantly supplied with fuel from a portion of a subterraneous forest, very recently discovered in that locality. Immense quantities of large oak trees are dug up daily; indeed, the apparent quantity of timber already discovered is rather singular. A large piece of oak, squared, and otherwise bearing marks of human implements, excites intense curiosity.

The amount of gold and silver coin now in circulation in France is estimated, says the *Courrier Français*, at 3,[illegible].

MINING IN SPAIN.

The progress of mining enterprise in Spain has been noticed on various occasions, more especially in respect of the precious metals, and it certainly should be accepted as one of the evidences of industrial progress in that country, which, with the greater attention now paid there to the construction of new or repair of old lines of road, bridges, &c., serve to show that a spirit of intelligence and activity is abroad among the people, which will not long permit them to be found lagging far in the rear of other nations as heretofore. It is only repeating a very trite truism to remark, that the mines of Spain, which could then have been only superficially worked, yielded considerable treasures, the possession of which stimulated the avarice of the Romans and Carthaginians, and helped to provoke those long wars which ended finally in the ascendancy of the former. On the conquest of the Americans, and the acquisition of vast mining wealth, the Spaniards, as is commonly the case, were led to contemn the stores of wealth so readily at hand in their own soil, dazzled by the prospect of that afar off. Now that the Americans are lost as colonies, forgotten industry is returning to its ancient channels, and the mines of old Spain would almost seem destined with time to compete on equal terms with those of the new Spains which she created. The growing produce of Spanish mines bids fair also hereafter to be a not unimportant source of revenue to the Government, as well as riches to the adventurers; for, according to the report of the mines of Carthagena, the yield of silver from the amalgamation works was, for the month of February last, in that district alone, 14,411 marks *(marcos)* of silver, the signiorage, or duty, resulting to the public treasury upon that quantity amounted to 725 marks 22 ounces, which, at 23 reals per ounce, would realise 133,422 reals de vellon, say in sterling. As there is no mint establishment in that quarter, the silver was sold for export and coining abroad.

The first operation of the amalgamation works of San Isidoro, in Escombrera, produced 82 lbs. of silver, extracted from 174 quintals of the ore of Almagrera, mixed with a portion of the mines of the sierra called El Lobo and Isidoro and other scoria; the operation occupied fifty-two hours. On the 13th of March the second amalgamation gave five arrobas of silver, the arroba rather less than 25 lbs. English; the operation, which took the same number of hours, finished with producing 542 galapagos (blocks or cakes) of lead, weighing 200 quintals. On the 7th of April an operation of the amalgamation works, Franco Espanola, produced a block of silver, weight 140 lbs., or 2260 ounces. From Mazarron, it is stated, that one amalgamation in the works La Regenadora, in that district, gave 73¾ lbs. of silver, in March last; on the 7th of April the next amalgamation gave 78 lbs. Excited by the successful working of silver mines elsewhere, the people of Cordova, possessing incontestible data of the vast quantities of silver which the Moors, when in possession of that kingdom as it was then, and is, indeed, yet, styled the capital, have, for some time past, set to work to verify the special localities in the neighbourhood where silver mines existed and exist. The fact being ascertained after various chances and disappointments usual in such cases, amalgamation works were to be commenced forthwith, under the direction of M. Dupuis spoken of as well skilled in chemistry, assisted by Mr. Bell, engineer and machine-maker. In what is called the "accredited barranco Jaroso," in what province situate not stated, the famous Virgen del Carmen Mine had produced in March last 1,050,000 arrobas of the "exquisite mineral" in which it was said to abound. The Virgen del Mar had contracted for the sale of its produce at the rate of 33 reals (about 6s. 8d.) per arroba in the rough, and 17½ for riddled. The successful progress of various other mines in the same district is also spoken of.—*Morning Herald*, May 19.

MINING STATISTICS OF SAXONY.

The following statements of the produce and progress of mining industry in Saxony, a country long noted for its mines, comes appropriately in the *Newcastle Advertiser*, in the matter of German mining. The returns are for 1840, and, as stated, official:—

The value of the raw ores drawn from the mines may be stated in round numbers at	£122,300
Ditto, obtained in the forges	146,000
Manufacture of steel	75,000
Blue of cobalt	60,000
Produce of the arsenic, sulphur, and vitriol works	300
Ditto of tin and bismuth	14,700
Total	£420,300

Results obtained in the foundry of Freyburg, the amalgamation works of Halsbruck, and in the forges of Antonshütte:—

IRON ORE.

Freyburg—Raw material	14,000,000 lbs.	
Worked	11,010,000	–
Value when worked up	£67,450	
Halsbruck—Raw material	6,400,000 lbs.	
Worked	7,120,400	–
Value	£43,000	
Antonshütte—Raw material	304,000 lbs.	
Worked	398,000	–
Value worked	£[illegible]	

The quantities of iron ore smelted in the iron-works of Saxony are as below. The establishments have the privilege of procuring their wood coke from the state forests. The kilogramme is equal to 2 lbs. 3 oz. English:—

Willingsthal, Erla, Gromspihl, and Rattengrün	4 furnaces	1,281,000 kil.
Morgenröthe	1 ditto	837,000 –
Shönheide	1 ditto	450,000 –
Obermittweida	1 ditto	320,000 –
Pfeilhammer	1 ditto	300,000 –
Steinbach	1 ditto	331,000 –
Neidhardsthal	1 ditto	310,000 –
Unterblauenthal	1 ditto	180,000 –
Rothenhammer	1 ditto	170,000 –
Schmalzgrube	1 ditto	128,000 –
Groszherzoglich Bergfabrikbetrieb	2 ditto	1,030,000 –
Schmiedeberg	1 ditto	214,000 –
Total	16 ditto	5,454,000 –

These quantities of iron were wrought into—

1. Iron pans, pipes, bars, cylinders, boilers, and parts of machinery	1,382,300 kil.
2. Bar iron, round iron, nails, &c.	1,926,000 –
3. Sheet-iron, plated	350,300 –
4. Agricultural instruments	10,300 –
5. Iron wire	16,400 –
6. Tin ... ([illegible] boxes)	480,000 sheets

And the chief metallurgic extractions of Saxony, in 1840, were—

Silver	14,000 kil.
Arsenic and arsenical earth	75,000 –
Copper	56,000 –
Cobalt	600,000 –
Manganese	180,700 –
Iron ore	23,400 bar.
Ore of arsenic and sulphur	567,000 kil.
Lead	600,000 –
Tin	136,000 –

ON THE APPLICATION OF STEAM-POWER TO CANAL NAVIGATION.—At the monthly meeting of the Highland and Agricultural Society of Scotland, Mr. Slight gave an account of some experiments on the application of steam-power to canal navigation, made by the Union Canal Company, by Messrs. Slight and Co., engineers, Leith-walk, Edinburgh, which embraced a short summary of the phenomena attending the swift transit of boats on small canals, stating the accidental discovery made by Mr. Houston on the Paisley Canal, that a boat, properly constructed, may be impelled at five and ten miles an hour, with equal force of traction by the horses, but that during the momentary transition from the lower to the higher velocity, the traction rises to more than double of the minimum force—and he showed that this curious anomaly arises from the relative positions of the boat and the wave, which is produced by the progress of the boat through the water; likewise, that so long as the boat follows the wave, the maximum force of traction is required, but that by an exertion of the horses for a few seconds, the relative positions are changed, and one-third of the boat's length will be in advance of the wave, which position can be retained by the minimum force for any length of time. He then went into details of the experiments lately conducted by him on the Union Canal upon a common swift boat fitted up with a steam-engine, estimated at 10 horse power, and the common paddles. The one object of the experiment was to determine if a moderate steam-power, is capable of preserving a velocity of ten miles an hour, or upwards, after the boat has acquired the favourable position in relation to the wave, and this position, owing to the temporary nature of the boilers, was produced by the aid of horses, up to a rate of ten miles an hour, after which the steam-power alone accelerated the speed of the boat up to seventeen miles an hour. In the course of the reading, much other interesting information connected with the subject was communicated, among which Mr. Slight recommends a screw impeller, and, reasoning from the data which these experiments have furnished, he recommends that the impellers should be placed close upon, or even a-head of the boat's bows. Other important experiments, conducted by Mr. Ellice (manager of the Union Canal), were detailed, showing a most important advantage that is to be gained in this swift navigation, simply by trimming the boat by the head, which has the effect of bringing the maximum and minimum forces of traction within 20 per cent. of each other, instead of 100 per cent., as with boats on a level keel. Hence the application of steam-power to swift navigation in small canals may now be held as completely under our control.

BOOTH'S PATENT GREASE FOR RAILWAY AXLES, is composed of common soda half a pound, and water one gallon, to which 3 lbs. of clean tallow and 6 lbs. of palm oil are added; or, instead of these, 10 lbs. of palm oil or 8 lbs. of tallow. The mixture is then heated to 200° or 210° Fahrenheit, and well stirred till it cools down to 60° or 70° Fahrenheit, when it is ready for use.—*Glasgow Practical Mechanic*.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

May 15.—In the 110 fathom level, west of Wall's shaft, there is no alteration since last reported; the lode still about ten inches wide, and worth 18*l.* per fathom. In the 100 fathom level, west of Wall's shaft, the lode is two feet wide, and worth 22*l.* per fathom. In the winze sinking below this level the lode is sixteen inches wide, and worth 26*l.* per fathom; in the cross-cut, south of Wall's shaft, towards the Flapjack lode, the ground is not so favourable for driving. In the 100 fathom level, east of Hitchins's shaft, the lode is fourteen inches wide, and worth 13*l.* per fathom; the lode in the stopes, in the back of this level, is sixteen inches wide, and worth 37*l.* per fathom. In the back of the ninety fathom level the lode in the eastern stopes is twenty inches wide, and worth 36*l.* per fathom; in the middle stopes the lode is two feet wide, and worth 45*l.* per fathom; and in the western stopes the lode is eighteen inches wide, and worth 44*l.* per fathom. In the eighty fathom level, west of Hitchins's shaft, the lode is fourteen inches wide, composed of mundic, spar, and copper ore; at this level, east of Wall's shaft, the lode is ten inches wide, producing occasionally stones of ore; the north lode, at this level, is twenty inches wide, composed of capel, spar, and mundic; the lode in the stopes, in the back of the eighty fathom level, is fourteen inches wide, and worth 20*l.* per fathom; in the deep adit, east of Lady Beam shaft, the lode is eighteen inches wide, composed of capel, spar, and mundic. The tribute pitches are much the same.

T. RICHARDS.

TAMAR SILVER-LEAD MINING COMPANY.

May 15.—In the 135 fathom level, driving north, the lode is three feet wide, composed of capel, jack, mundic, copper, and silver-lead ores—what we term a kindly lode. In the end driving south, at the same level, the lode is eighteen inches wide, producing good saving work. In the 125 fathom level the lode is still in a disordered state. In the 115 end the lode is eighteen inches wide, composed chiefly of fluor-spar, with some good work for silver-lead ores. In the 105 fathom level the lode is three feet wide, composed of capel and fluor-spar, intermixed with silver-lead ores. In the ninety-five end the lode is one foot wide, producing a small quantity of ore. In the eighty-five fathom level the lode is eighteen inches wide, also producing ores, but not rich. In the seventy-five fathom level the lode is two feet wide, one foot of which is rich work. The sixty-five fathom level is not driving for the present. In the fifty-five fathom level the lode is two feet wide, composed of capel, fluor-spar, and silver-lead ores, but rather poor for the latter. In the forty-five end the lode is one foot wide, at present poor. In the thirty-five fathom level the lode is two and a half feet wide, spangled with ore throughout. In the tribute department, we are, in general, looking well, and the men are working with spirit. On Saturday last, the 13th instant, we sold to Messrs. R. Michell and Son, two parcels of silver-lead ores—viz., No. 1, computed seventy-four tons, at 15*l.* 16s. per ton; and No. 2, computed twenty-seven tons, at 19*l.* 7s. 6d. per ton. The walls of the engine-house for the new stamps' engine will be completed by the end of this week. At the north mine, at the seventeen fathom level, driving south, the lode is one foot wide, composed of capel and fluor-spar, with a small quantity of silver lead ore. At the thirty fathom level, driving north, the lode is nine inches wide, composed of killas, mundic, spar, but poor for ore.

J. SPRAGUE.

UNITED HILLS MINING COMPANY.

May 16.—In the seventy fathom level, in the eastern end, the lode is four and a half feet wide, three feet ore of fair quality; in the western end the lode is four feet wide, producing but little ore. In the sixty fathom level, in driving east, the lode is four feet wide, intersected with some small bunches of ore; in the western end the lode is four and a half feet wide, two feet on the north part good ore. In the diagonal shaft the lode is three feet wide, producing some good ore, with a promising appearance. In Webber's winze the lode is four feet wide, orey throughout, but not rich. In the fifty fathom level the lode is three and a half feet wide, eighteen inches good ore. In the stopes the lode is three feet wide, ore of good quality. In James's shaft there is no alteration since last reported. In the forty fathom level end the lode is three feet wide, nine inches on the south part producing ore. Nothing done in Hill shaft (Wheal Sparrow) for the past week; the men have been employed clearing stuff, and securing the same. In the twenty fathom level west the lode is two and a half feet wide, eighteen inches producing ore of average quality.

W. RICHARDS. N. LANGDON. S. H. PEARCE.

BEDFORD UNITED MINING COMPANY.

May 16.—The lode in the forty fathom level, east of old engine-shaft, is about two feet wide, producing good stones of ore. In the new engine-shaft, in the eastern part of the mine, which is now about six fathoms below the ten fathom level, the lode is three feet wide, yielding a small quantity of ore, but principally composed of strong gossan, mundic, and spar; and altogether, looking at its general character, it may be said to indicate great improvement at an increased depth. In the ten fathom level, east of the new engine-shaft, the lode is about three feet wide, composed of gossan and spar, in places producing good stones of black and grey ores. The pitches in this part of the mine (in the back and bottom of the ten fathom level) are looking tolerably well, as also the ground on tribute in the western part of the mine continues without alteration.

J. H. HITCHENS.

TREGOLLAN MINING COMPANY.

May 16.—The leader part of the lode in the sixty-two fathom level, east of Baker's shaft, is eighteen inches wide, producing saving work; this end has improved in the past week. The tribute pitches are much the same. We sampled at Wadebridge, yesterday, April ores, computed 47 tons, and weighed March ores, 34 tons 15 cwt.

H. WILLIAMS.

CALLINGTON MINING COMPANY.

May 15.—Nothing of importance has taken place in these mines since my last; our operations are progressing as favourably as circumstances will admit. The water is some two or three fathoms below the forty fathom level, which is as deep as we can fork with the present lift, consequently we have commenced fixing the forty fathom plunger lift, which we expect will be completed in three or four days. The house for the steam-whim is also completed, and roof fixed, and I hope no time will be lost by Mr. West in putting the engine together, as it will soon be wanted. The ground in Hustlown adit continues favourable.

J. HARPUR.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 15.—The ground in Buckingham's engine-shaft, sinking below the eighty-five, and also in the cross-cut, is still favourable. We expect in a few days to intersect the Wheal Jewel lode at the eighty-five; there is still a quantity of water proceeding from the end. The seventy east, on south branch, is worth 5*l.*—the ground more favourable for driving. The seventy west, on Wheal Jewel lode, is worth 30*l.* per fathom; the ground about this lode was never more favourable for ore than at present. The seventy east is worth 10*l.*; we expect part of the lode is heaved by a cross branch. We expect to see the new lode at the seventy, east of the cross-course, by the end of the month. The fifty-seven east, on Wheal Jewel lode, is worth 15*l.* per fathom. The fifty-seven west, on same lode, is worth 6*l.* per fathom. The fifty-seven east, on Buckingham's lode, is improved in size and value in the past week; it is two feet wide, worth 10*l.* per fathom. No lode taken down in any other part of the mine.

S. LEAN. R. JOHNS.

TRELEIGH CONSOLS MINING COMPANY.

May 15.—In the eighty fathom level, east of Christoe shaft, the lode is one foot wide, no ore. The seventy west is eighteen inches wide, good stones of ore. In the sixty east the lode is four feet wide, impregnated with ore. In the winze sinking below the fifty-seven east the lode is three and a half feet wide, worth 10*l.* In the rise in the forty east the lode is fourteen inches, good stones of ore. In the sixty, west of Gardner's shaft, in the rise, the lode is three feet wide, worth 10*l.* At Good Fortune, in the fifty east, the lode is two feet wide, worth 6*l.* The forty west is worth 3*l.*, and the thirty-four west is two and a half feet wide, worth 4*l.*

W. SYMONS.

FIRMOUNT MINING COMPANY.

May 15.—I have nothing particularly new to report on in the north mine. The lode in the engine-shaft and different levels continue equally as productive as for some considerable time past. At Polmear's, the lode in the fifty-five west is about twenty inches wide, worth 6*l.* per fathom. The sixty-five driving east from the winze is improving as we get from the junction of the two lodes; the end is now worth about 6*l.* per fathom. At the south mine we have cut Highburrow south lode at the ninety fathom level, it is about six feet wide, worth 20*l.* per fathom. We have commenced rising in the back against the winze, sinking under the eighty-one; the winze is yielding good work for tin. The pitches in this part of the mine continue to yield good work for tin and copper ore. We are still driving in favourable ground towards Wheal Fanny south lode at the fifty-eight; hope to cut the said lode in at about three months. Our prospects, I am glad to say, continue good.

W. PAUL.

CORNUBIAN MINING COMPANY.

May 15.—The ground in the seventy fathom level is much as usual; the lode is about twenty inches wide, of a promising nature, with spots of lead. We have not driven the sixty end west during the past week, the men being engaged in cutting a whim at this (the sixty fathom) level, Murray's shaft, which will be completed in a few days. We have cut through the north lode, and find it two feet wide, about fourteen inches very rich; we calculate it to be worth 40*l.* per fathom. We are in the act of driving a little further north, to prove if there is any more lode or branch. At Murray's shaft the men are engaged in dividing, casing, &c. The party of men who were cutting a loft plat at the forty fathom level, are doing sundry necessary work in the shaft, as a preparation for the working of the new engine, which will commence to work in two or three weeks. The tribute pitches generally are looking well. We shall sample on Thursday next, about forty-five tons of silver-lead ore.

J. WEBB.

CONSOLIDATED TRETOIL MINING COMPANY.

May 15.—The lode in the fifty fathom level, east of Henwood's shaft, is one foot wide, tribute ground. The lode in the fifty fathom level, west of Henwood's shaft, is eight inches wide, producing a small quantity of ore. The lode in the forty fathom level, east of Henwood's shaft, is twenty inches wide, very good tribute ground. We have sampled this day 105 tons of ore; we should have sampled more, had we not been hindered during the month by altering the pitwork.

H. WILLIAMS. J. MORCOM.

FOREIGN MINES.

BOLANOS MINING COMPANY.

San Clemente, March 12.—Since I addressed you, I have examined carefully, in company with Mr. Russell, the different points of interest in your mines; and the following are the observations I have to make upon them:—

San Clemente.—The only points in ore are, first, the back of the lode in the rises of San Antonio level, which still produces some good ores, in colorados (ores coloured with oxide of iron), amongst quantities of worthless stuff. We use every encouragement to induce the barreteros to persevere in these workings, *a la carga*, in hopes of their falling in with bunches of good ore, such as were met with a few months ago, and which may still be found there, notwithstanding our being so near the grass. Secondly—The Carmen winze, and the transversal vein adjoining, where the workmen still persevere, though the ores are neither rich nor abundant. The cross-cut, north from the Tyro-General, called St. Crispin, continues driving from one to one and a half vara per week; on this work the chief hopes of the mine rest, as it will cut the vein at forty-one varas below the lowest level of San Fernando. I have lowered the price of this bargain, by charging the powder, to the workmen, at the cost of $1 4 2r. per arroba, instead of $3, at which I found the price—the store account having heretofore borne the loss. We may hope to cut the vein, in all, in June. The cross-cut, south from the same point, was stopped, as you are already advised, in consequence of its having gone through a vein, supposed to be that of San José, and finding it to be unproductive. Mr. Russell is, however, of opinion that it is not the vein of San José, and that it (San José) is at thirty varas distance, further south, and I am much inclined to agree with him. I shall direct a scrupulous examination to be made, and, if this view is confirmed, it is a work which well deserves to be resumed, when my funds permit, and when the arrangements now pending with the owners of Santa Barbara Mine, in which the vein is, are completed. The result of last month having been favourable, inasmuch as my means have suffered no diminution, I have resumed or commenced three bargains in the east end of San Clemente; one on the level of Dios nos Guie—the object of which is to drive a way through the old workings in the Carmen Mine, and reach the solid ground beyond them; another in the end of La Luz, which was left off some time ago, at $70 per vara, and is now taken at $40—the object of this is at once to explore about 40 varas of entire ground, between it and the Carmen winze, and lay open the workings in that quarter; the third is the end of San Fernando, east, where we have 170 varas of ground unexplored in our boundary—from the Carmen to the boundary we have 100 varas of unexplored ground. All these workings commence with traces of ore, and there is no reason why bunches may not be met with as we proceed, to pay the expenses; bonanzas have been had in smaller distances, in other parts of the mine. At all events, these works are necessary, and almost as interesting as the cross-cut of San Crispin, as they open almost an equal extent of ground—even more ground, if the neighbouring mine of La Luz be taken into account.

San Nicolas.—The produce has increased somewhat, in quantity; and, by careful cleaning in the ore-yard, the value has been brought to an average of 14 marcs in the last tortas assayed. The result of the month is a small profit, and the productive points continue without deterioration. The three ends, west of San Francisco, La Luz, and San Fernando, have occasionally given samples of good ore, which encourages us as we proceed with these necessary works.

San Rafael, or San Francisco de Paula.—A natural (*i. e.* an east and west) vein has been again cut through in the Buen Suceso level, containing very poor ores, averaging only 1 marc per montón. We have still before us the principal lodes of Rayas and Malacoche; but, at our present depth, I do not anticipate anything very good in them. The level of San Guillermo, in the same mine, occasionally throws samples of good ore, but the lode is generally barren. North and south lodes (called cross lodes, in this country) very rarely are productive; and I consider the chief value of this set is its being a road to the great natural lodes of Malacoche, &c., in our new set of San Miguel.

Veta Bolas.—The price of this bargain has also been lowered—first, from $70 to $45, and then about $5 more—in the charge of the powder consumed per vara. The end bears now a narrow vein, of a noble description, showing native silver and sulphurets, stones of which have assayed 75 marcs; the body of the lode is, however, crude and barren; but the presence of the above mentioned narrow vein in it is encouraging. I would gladly begin to sink on this lode, in order to drive another level, at forty or fifty varas deeper; but, for a work of this kind, a larger fund would be necessary—as the work should be undertaken with the view of reaching the end of San Guillermo, in the San Francisco Mine, where the two would intersect each other, in San Miguel. Mr. Russell thinks the hill quite deserving of such a work, and it is entirely my opinion, too; and, to make it more complete, a shaft should be sunk near the point of intersection, alluded to above; but, I repeat, such an undertaking is beyond our present means.

Veta Rica.—I have lowered the price of this bargain, also, from $50 per vara to $40, besides $5 in the powder. I have examined this mine, in company with Mr. Russell, and it is evident that the cross-cut now in hand will not only very soon enter the pertenencia of Veta Grande, but it will even cut the Gallega lode, which is sought for within these boundaries; moreover, there appears an old shaft, in good repair, further west, in our own ground, from whence the vein might be tried more effectually, and at less expense; so that it is my opinion that, if, after a careful survey, the above conclusions are confirmed, that undertaking ought to be stopped—the works being continued from the old shaft.

We have attained considerable precision in the assays and separation of the classes of ores, to which is attributable, principally, the increase of their produce in the hacienda—the average having risen from about 12 marcs to above 15 marcs per montón, at present; and we certainly pay the 100 cargas weekly less in consequence.

MINE ACCIDENTS.

Adventure Pit, Durham.—A serious accident happened on Tuesday week, in this pit, situate near Colliery Row, by the breaking of a rope while ten men and boys were ascending the shaft in an iron cage; fortunately the cage had not been drawn up more than two or three yards before the rope broke, or the whole party must have lost their lives.—In the same pit, M. Clavering was killed by the falling of a stone; he was discovered by a comrade, lying on his face and the stone upon him, but he being unable to remove the stone, the poor fellow died shortly afterwards.

Trimdon Colliery.—A few days since, Joseph Gammigan, a "putter" in the Trimdon pit, having done his work, was about to ascend the shaft, and had gone to get his jacket and candle-box, which were lying near, when a large piece of coal fell upon him from the side of the pit, and injured him severely. He was immediately removed home, but died shortly afterwards.

Old Pit, Percy Main Colliery.—J. Young, a hewer, was killed by a stone falling upon him whilst at his work.

Goslow Colliery, Sunderland.—T. Emerson, while at the bottom of the pit-shaft, attempted to jump into the "cage" after the signal had been given to pull up; his arm got into the "shoe," and the "spear" point ran into his breast; he lingered for a short time and then expired.

North Elswick Colliery.—John O'Brien, a putter, accompanied by a youth, went into a foul headway with a lighted candle, when an explosion took place, by which they were both burnt, from the effects of which O'Brien has died.

Moor-lane Colliery, Wardesley.—A melancholy event occurred in this colliery (the property of Messrs. Davis and Co.) by the falling in of about six tons of coal upon four miners, which instantly deprived three of their existence—the fourth miraculously escaped without injury.

MANAGEMENT OF MINES AND COLLIERIES.—In the House of Commons, on Tuesday evening, Mr. Ferrand presented a petition from several persons working in mines and collieries, praying that means might be adopted for punishing their employers for any acts of oppression towards them.

VALUABLE GREEN STONE.—We have been put in possession of a curious fact connected with the development of the mineral wealth of the northern island—viz., that the greenstone, or pounamu of the natives, a species of talc slate, is in such demand in the Chinese market for the manufacture of their idols, ornaments, &c., that as much as 100*l.* per ton can be had for it. We refer to the fact that a vessel had actually been fitted out from this port, in May last, by Mr. Elgar, of Sydney, for the purpose of speculating in a cargo of it; that vessel, the *Royal Mail*, proceeded down to Milford Haven, on the west coast, where she is now trading, and is to be joined by the *Anita* in about a month hence, to proceed to China, and dispose of her valuable cargo. Mr. Deans, one of the most intelligent and persevering of our colonists, has returned from an extended trip down the east coast of Middle Island. We have to bring highly favourable information of that locality, and some curious account of the *Royal Mail* being at anchor in Milford Haven, engaged in collecting greenstone for the China market, where it is said to be worth 100*l.* per ton. The account further states that the *Royal Mail* has already secured ten tons of green-stone, to the value of 15,000*l.* We wish Mr. Deans would favour the public with a report of his trip, as we feel confident the public would, with justice, place every confidence in any statement coming from his pen.—*Spectator* (*New Zealand*).

THE IRON TRADE.—The total number of blast-furnaces in Great Britain, for the year ending *January*, 1843, was, in blast, 339, and out of blast 131, whilst the annual produce, taken at fifty weeks, amounted to 1,210,000 tons of crude iron. There were made 6000 tons at the Forest of Dean; in South Wales, 457,350; in North Wales, 10,700; in Northumberland, 28,750; in Yorkshire, 42,000; in Derbyshire, 22,750; in North Staffordshire, 41,300; in South Staffordshire, 300,000; in Shropshire, 76,200; and in Scotland, 238,500.

NEWCASTLE AND DARLINGTON RAILWAY.—The contracts for the remaining portion of this important link to Scotland were let on Thursday week to two contractors. Mr. James Bray was the successful competitor for the Aycliffe contract, nearly six miles, for 50,000*l.*; Mr. William Hutchinson obtained the Brancepeth and Shincliffe contracts—a distance of upwards of seven miles and a half, for 61,200*l.* Both contractors are experienced men in railway contracts, and are well able to bring any amount of force that may be requisite to complete those portions of the line committed to their care. The royal assent was only obtained to the Act on the 11th day of April last, and yet within the brief space of four weeks everything has been so determinedly pressed forward that the contracts for every yard of land have been let. We believe there is no parallel to this in railway history. The shareholders will at once recognise in this the untiring energy of Mr. Hudson, chairman of the company.—*Yorkshireman*.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 9[illegible] — Ditto Account, 9[illegible] — New 3½ per Cents., 101[illegible] — Reduced 3 per Cents., 9[illegible] — 3 closed 3½ per Cents., 1[illegible] — Long Annuities, 12 9-16 — Bank Stock, 179[illegible] — Exchequer Bills, [illegible] pm. — Belgian Bonds, 5 per Ct., 10[illegible] — Brazil, 5 per Cent., 7[illegible] — Danish, 3 per Cent., [illegible] — Dutch, 2½ per Cent., 5[illegible] — Ditto, 5 per Cent., 10[illegible] — Portuguese, 5 per Cent., [illegible] — Russian, 5 per Cent., 11[illegible] — Spanish, Actives, 5 per Cent., 2[illegible] — Ditto, 3 per Cent., 2[illegible] — Chili, 6 per Cent., 9[illegible] — Colombian, 6 per Cent., [illegible] — Mexican, 5 per Cent., [illegible]

The premium on gold at Paris is 1[illegible] per mille, which, at the English Mint price of 3l. 17s. 10½d. per ounce for standard gold, gives an exchange of 2[illegible], and the exchange of Paris on London at short being 2[illegible], it follows that gold is [illegible] per cent. dearer in London than in Paris.

By advices from Hamburgh the price of gold is [illegible] per mark, which, at the English Mint price of 3l. 17s. 10½d. per ounce for standard gold, gives an exchange of 13 1[illegible], and the exchange at Hamburgh on London at short being 13 1[illegible], it follows that gold is [illegible] per cent. dearer in London than in Hamburgh.

The course of exchange at New York on London is 10[illegible] per cent., and the par of exchange between England and America being 10[illegible] per cent., it follows that the exchange is [illegible] per cent. against England. But the quoted exchange at New York being for bills at 60 days' sight, the interest must be deducted from the above difference.

[From our own correspondents.]

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, 9[illegible] to 9[illegible]; 3½ Stock, 10[illegible]; ditto New, [illegible]; 3½ per Cent. Debentures, [illegible]; Bank Stock, [illegible]—Kingstown Railway, [illegible]; Dublin and Drogheda, [illegible]—Hibernian Bank, [illegible]; Royal Bank, [illegible]; Provincial Bank, [illegible]—City of Dublin Steam Co., [illegible]; ditto Stock, [illegible]—Steam Ship Building Company, [illegible]; British and Irish ditto, [illegible]—National Insurance Company, [illegible]; Patriotic, [illegible]—Mining Company of Ireland, [illegible]; Wicklow Copper Mines, [illegible].

LEEDS, THURSDAY.—The share trade has been exceedingly dull during the last week—very little business having been done in railway stock, and prices being, generally speaking, lower. There is part inquiry for North Midlands [illegible], for Great North of Englands at [illegible] and [illegible], and for Hull and Selbys at [illegible] to [illegible]; but in other railway shares there has been very little business doing.—North Midland [illegible]; York & N. Midland, [illegible]; Leeds and Selby, [illegible]; Hull and Selby, [illegible]; Gt. North of England, [illegible]; Manchester and Leeds, [illegible]; Sheffield and Rotherham, [illegible]; Edinburgh and Glasgow, [illegible]; Bristol and Exeter, [illegible]; Cheltenham and Great Western, [illegible]; Northern and Eastern, [illegible]—Leeds Banking Company, [illegible]; Leeds and West Riding, [illegible]; Leeds Commercial, [illegible]; Yorkshire District, [illegible]—Leeds and Liverpool Canal, [illegible]; Huddersfield, [illegible]; Rochdale, [illegible]—Leeds and Yorkshire Assurance Company, [illegible]—Leeds Old Gas Company, [illegible]; Leeds New Gas Company, [illegible]—Leeds Commercial Buildings, [illegible]. E. B. WATSON & CO.

HULL, THURSDAY.—The share market is not, this week, so well supported as it has previously been; yet, although we have to record less buoyancy in stocks, both speculative and investive, the amount of business transacted at the decline has not, perhaps, been smaller than that of the few previous weeks.—The Birmingham & Derby, [illegible] to [illegible]; Edinburgh & Glasgow, [illegible] to [illegible]; Great North of England, [illegible] to [illegible]; Hull and Selby, [illegible]; Leeds and Selby, [illegible] to [illegible]; London and Birmingham, [illegible]; Liverpool and Manchester, [illegible] to [illegible]; London and Brighton [illegible]; Manchester and Leeds, [illegible] to [illegible]; Midland Counties, [illegible]; Newcastle and Carlisle, [illegible]; Northern and Eastern, [illegible]; North Midland, [illegible]; South Eastern, [illegible]; York and North Midland, [illegible]—Yorkshire District Bank, [illegible] to [illegible]; Hull Banking Company, [illegible] to [illegible]—Hull Dock Company, [illegible]; Hull Gas, [illegible]; Hull Flax and Cotton Mills, [illegible] to [illegible]; Hull Marine Insurance, [illegible].

NEWCASTLE, THURSDAY.—There is but little business doing in this market at present, with the exception of Northumberland and Durham District Bank and Darlington Junction Railway shares—prices are dull.—N. of England Joint Stock Bank, [illegible]; Northumberland and Durham District, [illegible]; Newcastle, Shields, and Sunderland Union, [illegible]; Newcastle upon Tyne Joint Stock, [illegible]; Newcastle Commercial, [illegible]; Sunderland, [illegible]; Darlington District, [illegible]; Carlisle City and District, [illegible]; Carlisle and Cumberland, [illegible]; Stockton and Durham County, [illegible]—Newcastle and Carlisle Railway, [illegible]; Newcastle and North Shields, [illegible]; Brandling Junction, [illegible]; Durham and Sunderland, [illegible]; Clarence, [illegible]; the Maryport and Carlisle, [illegible]; Hartlepool Dock and Railway, [illegible]; Bishop Auckland and Weardale, [illegible]; Great North of England, [illegible]; Newcastle and Darlington Junction, [illegible]—Newcastle Union Shipping Company, [illegible]; Port of Newcastle, [illegible]; Gateshead and Tyne, [illegible]—North and South Shields Steam Ferry, [illegible]—Newcastle Subscription Water Company, [illegible]—Newcastle and Gateshead Union Gas Company, [illegible]—Durham County Coal Company, [illegible]; Northern Coal Mining Company, [illegible].

BRISTOL, FRIDAY.—We have had another dull week, and but few transactions in shares of any description. The following are the quotations:—Great Western Railway, [illegible] to [illegible]; ditto, halves, [illegible] to [illegible]; ditto, fifths, [illegible] to [illegible]; Bristol and Exeter, [illegible] to [illegible]; Bristol and Gloucester, [illegible] to [illegible]; Birmingham and Gloucester, [illegible] to [illegible]; Birmingham and Derby, [illegible] to [illegible]; Cheltenham Union, [illegible] to [illegible]; London and Brighton, [illegible] to [illegible]; Eastern Counties, [illegible] to [illegible]; Taff Vale, [illegible] to [illegible]—Bristol Gas Company, [illegible] to [illegible]; Clifton, [illegible] to [illegible].

EDINBURGH, THURSDAY.—Edinburgh and Glasgow Railway, [illegible]; Dalkeith and Edinburgh, [illegible]; Glasgow and Greenock, [illegible]; Glasgow and Garnkirk, [illegible]; Glasgow and Ayrshire, [illegible]; Wishaw and Coltness, [illegible]; Dundee and Arbroath, [illegible]; Arbroath and Forfar, [illegible]—Bank of Scotland, [illegible]; Royal Bank, [illegible]; British Linen Company, [illegible]; Commercial, [illegible]; National, [illegible]; Edinburgh and Leith, [illegible]; Glasgow Union, [illegible]; Western Bank of Scotland, [illegible]; City of Glasgow, [illegible]—Caledonian Fire and Life Insurance, [illegible]; Hercules Fire, [illegible]; North British Fire and Life, [illegible]; Standard Life, [illegible]—Edinburgh Gas, [illegible]; Edinburgh and Leith Gas, [illegible].

GLASGOW, THURSDAY.—Ballochney Railway, [illegible]; Dundee and Arbroath, [illegible]; Edinburgh and Glasgow, [illegible]; Garnkirk and Glasgow, [illegible]; Glasgow and Greenock, [illegible]; Glasgow, Paisley, Kilmarnock, and Ayr, [illegible]; Monkland and Kirkintilloch, [illegible]; Slamannan, [illegible]; Wishaw & Coltness, [illegible]—Forth and Clyde Canal, [illegible]—Bank of Scotland, [illegible]; Royal, [illegible]; British Linen Company, [illegible]; Commercial, [illegible]; Glasgow Union, [illegible]—North British Fire and Life Insurance, [illegible]; Caledonian Fire and Life, [illegible]; Scottish Marine, [illegible]—Royal Exchange, [illegible]—Old Clyde Shipping Company, [illegible]—Shott's Iron Company, [illegible].

BIRMINGHAM, THURSDAY.—London and Birmingham Railway, [illegible] to [illegible]; London and Brighton, [illegible] to [illegible]; London and South Western, [illegible] to [illegible]; Great Western, [illegible] to [illegible]; Birmingham and Derby, [illegible]; Birmingham and Gloucester, [illegible] to [illegible]; Manchester and Leeds, [illegible] to [illegible]; Edinburgh and Glasgow, [illegible] to [illegible]—Birmingham Banking Company, [illegible]; District, [illegible]; Midland, [illegible]—Birmingham Canal, [illegible]; Birmingham and Worcester, [illegible] to [illegible]; Birmingham Water Works, [illegible]; Birmingham Gas, [illegible]; Birmingham and Staffordshire, [illegible] to [illegible]; Old Union Mill, [illegible]; New ditto, [illegible].

SALES OF PROPERTY BY AUCTION.

SALES OF SHARES IN SCOTCH COMPANIES.—Mr. R. Lodingham, advocate, sold, by public roup, at the Advocate's Hall, Aberdeen, on the [illegible] inst., the following shares, which realised the prices annexed:—

	£	s.	d.	
Aberdeen Steam Navigation Company	7[illegible]	[illegible]	0	per share
Aberdeen Gas Light Company	7	10	0	—
Aberdeen Town and County Bank	22	10	0	—
Peterhead Gas-Light Company	14	[illegible]	0	—
Aberdeen Fire and Life Assurance Company	4	10	0	—

COAL MARKET, LONDON.

MONDAY.—Prices of coals per ton at the close of the market:—Adair's Main [illegible]—Buddle's West Hartley [illegible]—Carr's Hartley [illegible]—Hastings Hartley [illegible]—Holywell Main [illegible]—New Tanfield [illegible]—Old Tanfield [illegible]—Ord's Redheugh [illegible]—Townley [illegible]—West Hartley [illegible]—West Wylam [illegible]—Wylam [illegible]—Wall's End [illegible] [illegible]. Ships arrived, [illegible].

WEDNESDAY.—Adair's Main [illegible]—Buddle's West Hartley [illegible]—Carr's Hartley [illegible]—Hastings Hartley [illegible]—Holywell Main [illegible]—Old Tanfield [illegible]—Ord's Redheugh [illegible]—Wylam [illegible] [illegible]. Ships arrived, [illegible].

FRIDAY.—Adair's Main [illegible]—Carr's Hartley [illegible]—Dean's Primrose [illegible] [illegible]. Ships arrived, [illegible].

THE LONDON GAZETTE—BANKRUPTS.

TUESDAY.—[illegible]

FRIDAY.—[illegible]

THE SOUND.—The total number of ships, of all nations, that passed the Sound during the quarter ending March 31, 1843, was [illegible], of which [illegible] were British, [illegible] [illegible]. The total numbers of vessels for the last five years were as follows:—

Years.	British.	Prussian.	Other nations.
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

SALE OF COPPER ORES IN CORNWALL.

Sampled May 3, and Sold at Pearce's Hotel, Truro, May 18.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
Tresavean	10[illegible]	£4 2 0	Vivians.	Fowey C.	124	6 1 0	Freemans.
ditto	10[illegible]	4 2 0	Freemans.	ditto	81	6 3 6	—
ditto	10[illegible]	4 2 0	Williams.	ditto	58	5 14 6	P. Grenfells.
ditto	99	8 11 6	Freemans.	Holmbush	104	6 8 6	Williams.
ditto	77	4 6 0	Vivians.	ditto	102	10 12 6	Vivians.
ditto	60	4 12 0	P. Grenfells.	W. Caradon	6[illegible]	6 19 6	English Co.
ditto	64	3 19 6	Freemans.	ditto	4[illegible]	6 19 6	Freemans.
ditto	51	3 19 6	—	ditto	1[illegible]	5 19 0	English Co.
ditto	2[illegible]	3 14 6	Vivians.	ditto	1[illegible]	5 19 0	Freemans.
ditto	2[illegible]	3 14 6	P. Grenfells.	ditto	29	5 7 6	—
ditto	40	3 4 6	Freemans.	Wh. Provid.	53	5 12 0	Nevill & Co.
Poldice	76	7 6 0	English Co.	ditto	20	5 17 6	Mines Royal
ditto	62	5 12 6	Vivians.	ditto	20	5 17 6	Williams.
ditto	68	5 3 6	Mines Royal	ditto	20	9 1 6	Nevill & Co.
ditto	2[illegible]	5 3 6	—	ditto	7[illegible]	3 6 6	Vivians.
ditto	2[illegible]	5 3 6	English Co.	ditto	7[illegible]	3 6 6	Williams.
ditto	2[illegible]	5 3 6	Vivians.	W. Buxy	13[illegible]	2 2 6	Vivians.
ditto	41	4 17 0	Williams.	ditto	13[illegible]	2 2 6	Freemans.
ditto	46	4 2 0	—	ditto	13[illegible]	2 3 6	Nevill & Co.
ditto	44	4 15 6	—	ditto	17	2 6 6	Freemans.
ditto	40	4 11 6	P. Grenfells.	ditto	17	2 6 6	Nevill & Co.
Wh. Jewel	120	5 16 0	Vivians.	ditto	17	5 13 6	Vivians.
ditto	92	9 6 6	Nevill & Co.	Creegbraws	21[illegible]	6 10 0	—
ditto	71	4 15 0	Vivians.	ditto	21[illegible]	6 10 0	Crown Co.
ditto	50	9 9 6	—	ditto	21[illegible]	6 10 0	Williams.
P. Consols	104	5 3 0	Williams.	ditto	24	7 1 0	Vivians.
ditto	93	7 5 0	—	Wh. Maiden	79	5 1 6	P. Grenfells.
ditto	4[illegible]	5 15 0	Vivians.	Wh. Tolgus	20	1 11 0	Freemans.
ditto	4[illegible]	5 12 0	P. Grenfells.	Wh. Henry	15	4 1 0	Nevill & Co.
ditto	54	10 10 0	Williams.	Wh. Damsel	6	4 13 6	—

TOTAL PRODUCE.

	Tons.	£	s.	d.		Tons.	£	s.	d.
Tresavean	1[illegible]	1[illegible]	5	6	Wh. Providence	147	[illegible]	12	0
Poldice	4[illegible]	240[illegible]	3	6	Wheal Busy	91	216	6	6
Wh. Jewel	3[illegible]	2[illegible]	13	0	Creegbraws	[illegible]	4[illegible]	4	0
Par Consols	[illegible]	2[illegible]	9	0	Wh. Maiden	79	400	19	6
Fowey Consols	273	1[illegible]	13	0	Wh. Tolgus	20	31	0	0
Holmbush	1[illegible]	1731	19	0	Wh. Henry	15	60	15	0
West Caradon	157	1020	7	0	Wh. Damsel	6	29	1	0

Average standard, 1[illegible]l. 12s.—Average produce, 7½.—Average price, 5l. 1[illegible]s. 6d.—Quantity of ore, 2731 tons.—Quantity of fine copper, 20[illegible] tons 19 cwt.—Amount of money, 15,714l. 6s. 6d.—Average standard of last sale, 1[illegible]l. 12s.—Average produce [illegible].

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.		
Mines Royal Company	10[illegible]	£[illegible]	7	0
English Copper Company	1[illegible]	1110	3	5
Vivian and Sons	6[illegible]	3[illegible]	16	6
Freeman and Co.	6[illegible]	3[illegible]	15	7
P. Grenfell and Sons	3[illegible]	1[illegible]	15	9
Crown Copper Company	[illegible]	1[illegible]	13	4
Sims, Willyams, Nevill, Druce, and Co.	2[illegible]	1[illegible]	16	6
Williams, Foster, and Co.	[illegible]	2[illegible]	16	9
Total	2731	£15,714	6	6

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Consols. Mines, [illegible]; United Mines, 7[illegible]; South Caradon, [illegible]; Trethellan, [illegible]; Tresavean, [illegible]; Fowey Consols, [illegible]; Halenbeagle, [illegible]; Williams's East Down's, [illegible]; Wheal Ellen, 117; Treleigh Consols, [illegible]; Bolenna, 47.—Total, [illegible].

Copper ores for sale on Thursday week, at Tyack's Hotel, Camborne.—Mines and Parcels.—East Wheal Crofty, &c., [illegible]; Dolcoath, [illegible]; Fowey Consols, [illegible]; West Wheal Jewel, 2[illegible]; Camborne Vean, &c., [illegible]; South Wheal Basset, [illegible]; United Hills, [illegible]; East Pool, [illegible]; Wheal Trewavas, [illegible]; Treloil, [illegible]; Wheal Harriet, [illegible]; Tregullan, 47; Kellewerris, [illegible].—Total, [illegible] tons.

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale May 2[illegible].—Chili [illegible], ditto [illegible], ditto [illegible], ditto [illegible], ditto [illegible], ditto [illegible], ditto [illegible]—Santiago [illegible], ditto [illegible], ditto [illegible]—Cobre [illegible], ditto [illegible], ditto [illegible], ditto [illegible]—Knockmahon [illegible], ditto [illegible], ditto [illegible]—Valparaiso [illegible], ditto [illegible], ditto [illegible]—Berehaven [illegible]—Connemara [illegible], ditto [illegible], ditto [illegible]—Ballymurtagh [illegible]—Copiapo [illegible]—Vine Slag [illegible].—Total, [illegible] tons.

WORK PERFORMED BY CORNISH ENGINES.

The number of pumping engines reported for the month of April is [illegible]—the quantity of coals consumed being [illegible] tons, lifting, in the aggregate, [illegible] tons of water 10 fathoms high—the average duty of the whole is, therefore, [illegible] lbs. lifted 1 foot high by the consumption of 1 bushel of coal.—The following are those engines the work of which has exceeded the average:—

Mines.	Engines.	Length of stroke in cylinder.	Load per inch.	Strks. per min.	Consump. of coal in bus.	Lbs. lifted 1 ft. by a bus. of coal	Aver. quan. of water p. min.
W. Darlington	Eastern, [illegible] in. c	10·0	12·[illegible]	[illegible]	[illegible]	7[illegible]	—
Gt. W. Fortune	Prompt [illegible] in. c	9·7	10·[illegible]	7·[illegible]	[illegible]	[illegible]	—
Godolphin	Sims's [illegible] in. c	10·0	10·[illegible]	[illegible]	[illegible]	[illegible]	—
Ditto	Roberts' [illegible] in. c	10·0	1[illegible]	7·[illegible]	[illegible]	[illegible]	—
Great Work	Leeds [illegible] in. c	[illegible]	14·[illegible]	7·[illegible]	[illegible]	[illegible]	—
Wh. Vor	Borlase's [illegible] in. c	10·0	1[illegible]	[illegible]	[illegible]	7[illegible]	—
North Roskear	New 7[illegible] in. c	10·0	1[illegible]	[illegible]	[illegible]	[illegible]	—
East W. Crofty	Trevenson's [illegible] in. c	10·[illegible]	11·[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carn Brea	7[illegible] in. c	[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ditto	Sim's [illegible] in. combined cylinder	[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
United Mines	Taylor's [illegible] in. c	11·0	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ditto	Eldon's [illegible] in. c	[illegible]	1[illegible]	[illegible]	[illegible]	7[illegible]	[illegible]
Ditto	Loam's [illegible] in. c	10·0	1[illegible]	7·[illegible]	[illegible]	[illegible]	[illegible]
Ditto	Hocking's [illegible] in. c	10·0	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
United Hills	Williams' [illegible] in. c	10·0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
East Wh. Rose	Michell's 7[illegible] in. c	10·0	7·[illegible]	[illegible]	[illegible]	[illegible]	—
Fowey Con.	Austin's [illegible] in. c	10·[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Par Consols	[illegible] in. c	[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

LATEST CURRENT PRICES OF METALS.

LONDON, MAY 19, 1843.

		£	s.	d.
SPELTER—Foreign, ton	22 10 to	2[illegible]	0	0
— For delivery	22 [illegible]	2[illegible]	10	0
ZINC—English sheet	[illegible]	[illegible]	0	0
QUICKSILVER	per lb.	[illegible]	[illegible]	[illegible]
IRON—English bar, &c.	p. ton	[illegible]	[illegible]	[illegible]
— Rail rods	[illegible]	[illegible]	[illegible]	[illegible]
— Hoops	[illegible]	[illegible]	[illegible]	[illegible]
— Sheets	[illegible]	[illegible]	[illegible]	[illegible]
— Cargo in Wales	[illegible]	[illegible]	[illegible]	[illegible]
— Pig, No. 1, Wales	[illegible]	[illegible]	10	0
— No. 1, Clyde	[illegible]	[illegible]	[illegible]	[illegible]
— For., Swedish	[illegible]	1[illegible]	[illegible]	[illegible]
— Russian, CCND	[illegible]	1[illegible]	10	0
— — PSI	[illegible]	[illegible]	[illegible]	[illegible]
— — Gourieff	[illegible]	[illegible]	10	0
— — Archangel	[illegible]	[illegible]	[illegible]	[illegible]
STEEL—Swedish keg	p. ton	1[illegible]	[illegible]	0
— Faggot	[illegible]	1[illegible]	[illegible]	0
COPPER—English sheathing	lb.	[illegible]	[illegible]	[illegible]
COPPER—Old	per lb.	[illegible]	[illegible]	[illegible]
— Cake, p. ton	[illegible]	[illegible]	[illegible]	[illegible]
— For. cake	[illegible]	[illegible]	[illegible]	[illegible]
— Tile	[illegible]	[illegible]	[illegible]	[illegible]
TIN—English, blocks, &c.	cwt.	[illegible]	[illegible]	[illegible]
— bars	[illegible]	[illegible]	[illegible]	[illegible]
— Foreign, Banca	[illegible]	[illegible]	[illegible]	[illegible]
— Straits	[illegible]	[illegible]	[illegible]	[illegible]
— Peruvian	[illegible]	[illegible]	[illegible]	[illegible]
Tin plates, No. 1C, p. box	[illegible]	[illegible]	[illegible]	[illegible]
— No. 1X	[illegible]	[illegible]	[illegible]	[illegible]
— wasters in p. box less	[illegible]	[illegible]	[illegible]	[illegible]
LEAD—Sheet milled	p. ton	17	[illegible]	0
— Shot, patent	[illegible]	[illegible]	[illegible]	[illegible]
— Red	[illegible]	[illegible]	[illegible]	[illegible]
— White	[illegible]	[illegible]	[illegible]	[illegible]
PIG LEAD—English	[illegible]	[illegible]	[illegible]	[illegible]
— Spanish	[illegible]	[illegible]	[illegible]	[illegible]
— American	[illegible]	[illegible]	[illegible]	[illegible]

CURRENT PRICE OF GOLD AND SILVER.

Foreign Gold in Bars, per oz. £3 17 [illegible] | New Dollars, per oz. £0 4 [illegible]
Portugal pieces, 3 17 [illegible] | Silver in Bars (standard), 0 4 [illegible]

THE IRON TRADE.—The fearful state of depression, with accounts of which the local papers are teeming, and the apparent hopelessness of any early improvement, has excited the anxious fears of the influential proprietors of iron works towards some plan of relief by which they may be spared the necessity of blowing out any of their numerous furnaces. At present the excited state of the large mass of persons employed, arising [illegible] [illegible]. In such a state of things what is to be done? There is a proposition which, it is understood, finds favour with some of the leading ironmasters, and there is also a probability of a meeting being convened, at the Universal Hall of Commerce, to take the subject into consideration. Mr. Rendel, the engineer, has submitted plans to the shipwreck committee of the House of Commons, now sitting, for the construction of a harbour of refuge upon the Goodwin Sands, either at the cost of Government or by a private association of capitalists, to be endowed with certain privileges. The feature of the plan is the immense consumption of iron which its adoption would necessitate. It is proposed first to commence with half a mile of embankment, and this alone would require for its completion not less than [illegible] tons of iron, which, at [illegible] per ton, would give [illegible]. Should the whole plan be carried out for the embankment of rather more than eleven miles, about [illegible] tons would be consumed, [illegible] men would be employed weekly for eleven years, and [illegible] sterling be thrown into the iron trade alone. The cost of a cubic foot of iron and concrete is [illegible], being less than half the price of stone, and the working of a ton of iron given employment to five men per week. Each caisson, according to the scale submitted to Parliament, would be 100 feet long, 10 feet high, [illegible] feet at the base, and to diminish one foot in every [illegible]. It would contain [illegible] cubic feet, and weigh [illegible] tons of iron, when floated off to its destination, to form the embankment wall, and would be filled with concrete—each caisson, when complete, weighing upwards of [illegible] tons.—Aris's Birmingham Gazette.—However accordant it may be to deem the experiment this announcement is equivalent to state, we should be wanting in our duty did we not express our opinion that the scheme is of a very utopian character.—Wolverhampton Chronicle.

The market for bullion in Welsh and Staffordshire, [illegible] per ton in Wales, and the stocks accumulating [illegible]—The business is quieter in metals, at about [illegible] per ton, and English and Spanish lead are dull, at [illegible] to [illegible] per ton.—Midland Counties Herald.

PRICES OF MINING SHARES.

We call attention to the account given in another column of the proceedings of the Alten Mining Association, as showing that, when mines are legitimately worked, and holding out sound geological prospects of future prosperity—though shareholders, from continual disappointments, become lukewarm, and even wearied of the continual drains on their purses—parties are still to be found willing to prosecute undertakings; and there is no doubt but the mines in question may be worked, and profitably too, for, perhaps, a century to come. The reports in general of our Cornish mines are of a very satisfactory nature; and we give further extracts from Mr. Penny's correspondence on the Bolanos mines, which will be found of an interesting and even important character.

BRITISH MINES.

Shares.	Company.	Paid.	Price
300	Anglesey	5	—
4,000	Bedford	1½	3½
100	Botallack	175	1000
20,000	British Iron	70	—
6,000	Blaenavon	50	—
120	Brewer	—	170
79	Budnick	—	10
1,000	Carn Brea	15	1[illegible]
5,000	Con. Tretoil Mining Ass.	4	[illegible]
2,000	Cornubian Lead Co.	3	4½
512	Cook's Kitchen	—	40
112	Charlestown	—	300
128	Cregg Braws	40	—
128	Cusbern	15	100
10,000	Durham County Coal Co.	37	—
128	East Pool	—	250
100	Great Consols	87	600
10,000	Hibernian	12½	2
1,000	Holmbush	14	43
2,000	Isle of Sark (Guernsey)	15	—
80	Levant	—	450
20,000	Mining Co. of Ireland	7	12½
128	Mostyn Mines	100	—
70	North Roskear	—	300
3,000	Polberou Consols	10	—
128	Penstruthal	37	150
10,000	Rhymney Iron	50	—
1,000	Roaring Water	½	8
128	South Caradon	—	800
800	South Towan	10	1½
64	South Wheal Basset	—	400
37	Spearn Moor	70	—
135	Tregullan	—	4
4,000	Treleigh Consols	3	2½
4,000	Tamar Consols	3	[illegible]
6,000	Tincroft	7	1½
128	Trewavas	—	130

BRITISH MINES—continued.

Shares.	Company.	Paid.	Price
120	Treviskey and Barrier	—	220
96	Tresavean	—	1200
120	Trethellan	—	250
4,000	United Hills	3	5
6,000	Wicklow Copper	5	12½
3,845	West Wheal Jewel	10½	22
120	West Trethellan	3	90
55	Wheal Vor	100	—
1,000	Wheal Bandon	½	6
1,000	West Carbery	½	12½

FOREIGN MINES.

Shares.	Company.	Paid.	Price
3,000	Alten Mining Company	18½	4½
10,000	Anglo Mexican Co.	100	3½
3,374	Do. Subscription	25	3
2,000	Bolanos	150	4
	Ditto Scrip	15	4½
10,000	Brazilian Imperial	21	7½
10,000	Bolivar	20	—
10,000	Ditto Scrip	10	2
10,000	Cata Branca—Brazilian Company	6½	4 5
12,000	Cobre Copper Company	40	23½
8,500	Colombian Co. regis.	55	1
10,000	Copiapo Mining Co.	13½	9
20,000	General Mining Asso.	20	—
5,351	Mexican Company	28½	—
12,000	Mosquitos and Cocoas	25	4½
29,370	Rl. del Monte, regis. / Do. unregistered	2[illegible]	3½ / 4½
	Ditto Loan Notes	150	127
7,000	Royal Santiago	10	22½
11,000	St. John d'el Rey	15	7½
40,000	United Mexican	40	3½
	Black Scrip, addl. capital	5	3
	Red New Scrip	1½	4

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Entire Lgth.	Now Open.	Present actual cost.	Pd. on Share.	Val. of Share.	Last week's returns.
Arbroath and Forfar Railway	15	15	£ 136,7[illegible]	25	22	£148 6 5½
Birmingham & Derby Junc.	48½	48½	1,149,0[illegible]	100	41½	1097 11 6
Birmingham and Gloucester	55	55	1,[illegible]	100	36½	1827 19 1
Brandling Junction	25	25	434,8[illegible]	50	—	—
Chester and Birkenhead	14½	14½	5[illegible],424	50	20	413 19 10
Dublin and Kingstown	6	6	3[illegible],2[illegible]	100	107	829 14 11
Dundee and Arbroath	16½	16½	141,512	25	1[illegible]	304 15 10
Durham and Sunderland	16	16	2[illegible],1[illegible]	3[illegible]	18	665 7 5
Eastern Counties*	126	51	3,[illegible]	25	8½	3187 16 7
Edinburgh and Glasgow	46	46	1,313,[illegible]	50	4[illegible]	3314 12 7
Glasgow and Ayr	51	40	[illegible]	50	40	1778 0 0
Glasgow and Paisley Joint	22½	22½	7[illegible]	25	25	[illegible] 17 5
Gd. Junc. & Chester & Crewe	112½	112½	2,[illegible]	100	126	[illegible] 1 9
Great North of England	74	45	1,201,6[illegible]	100	61½	1396 17 1
Great Western	118½	118½	6,[illegible]	65	8[illegible]	1[illegible] 8 6
Hayle	16	16	1[illegible],000	100	—	—
Hull and Selby	31	31	643,[illegible]	50	5[illegible]	1079 18 0
Lancaster & Preston Junc.	20½	20½	4[illegible]	47	27½	—
Liverpool and Manchester	31	31	1,[illegible]	100	200	4182 9 10
London and Birmingham	112½	112½	[illegible]	100	218	1[illegible] 13 3
London and Blackwall	3½	3½	1,[illegible]	1[illegible]	5	7[illegible] 11 6
London and Brighton	50	50	2,[illegible]	50	3[illegible]	3[illegible] 7 11
London and Croydon	10½	10½	6[illegible]	1[illegible]	10½	2[illegible] 13 7½
London and Greenwich	3½	3½	1,[illegible]	1[illegible]	4½	—
London and South Western	9[illegible]	9[illegible]	2,[illegible]	[illegible]	6[illegible]	[illegible] 13 3½
Manchester, Bolton, & Bury	10	10	777,[illegible]	[illegible]	[illegible]	3[illegible] 17 8
Manchester & Birmingham	40	31	1,[illegible]	40	3[illegible]	[illegible] 14 10
Manchester and Leeds	50	50	3,[illegible]	70	70	4[illegible] 12 7
Midland Counties	57	57	1,[illegible]	100	6[illegible]	3[illegible] 17 10
Newcastle and Carlisle	61	61	1,[illegible]	100	7[illegible]	1[illegible] 0 11
Newcastle and N. Shields	7	7	2[illegible]	4[illegible]	4[illegible]	3[illegible] 5 9
Northern and Eastern†	32½	32½	[illegible]	45	34	1[illegible] 16 8
North Midland	72½	72½	3,[illegible]	100	6[illegible]	4[illegible] 19 1
North Union‡	22	22	6[illegible]	75	71	6[illegible] 7 9
Preston and Wyre	18	18	317,[illegible]	50	3[illegible]	1[illegible] 8 9
Sheffield and Manchester	40	11	512,[illegible]	8[illegible]	8[illegible]	—
South Eastern	67	66	1,[illegible]	50	3[illegible]	3[illegible] 13 9
Taff Vale	30	30	5[illegible]	100	—	—
Ulster	25	25	3[illegible]	25	—	4[illegible] 3 4
York and North Midland	37	37	4[illegible]	50	9[illegible]	1[illegible] 13 9

* Including Northern and Eastern Railway toll. † Rent and toll to Eastern Counties (about 1[illegible]l. per week) included in the returns. ‡ The Liverpool and Manchester toll is deducted.

THAMES TUNNEL.

The number of passengers who passed through the Tunnel in the week ending May 13, was [illegible], yielding a revenue of £[illegible] [illegible]s. [illegible]d.

JOINT-STOCK BANKS.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price
[illegible]	Australasian	40	[illegible]	20,000	Liverpool Borough	10	1[illegible]
20,000	Birmingham	10	1[illegible]	25,000	Ditto Bank of	12½	2[illegible]
20,000	British N. American	40	4[illegible]	11,000	Ditto Banking Co.	10	[illegible]
14,000	Cheltenh. & Gloucesh.	5	1[illegible]	50,000	Ditto Commercial	10	1[illegible]
100,000	Commercial of Eng.	5	—	1,000	Ditto Royal	500	[illegible]
1,000	Commer. of London	100	1[illegible]	100,000	Manch. & Liver. Dis.	15	10
20,000	Colonial	25	1[illegible]	100,000	Manchester	10	4[illegible]
20,000	East of England	10	7½	20,000	Manchester & Salford	10	10
10,000	Gloucestershire	10	2[illegible]	20,000	National of Ireland	17½	1[illegible]
4,000	Ionian	25	24	10,000	Natl. Provl. England	35	3[illegible]
10,000	Leeds Banking Co.	15	16	40,000	North & South Wales	10	5
20,000	Leeds & West Riding	[illegible]	[illegible]	20,000	Provincial of Ireland	25	4[illegible]
20,000	London & Westminst.	20	2[illegible]	20,000	South Lancashire	7½	[illegible]
60,000	London Joint Stock	10	1[illegible]	20,000	W. of Eng. & S. Wales D.	12½	11
20,000	London and County	15	15	20,000	Union of Australia	25	2[illegible]
10,000	Liverpool Albion	25	1[illegible]	60,000	Union of London	10	9[illegible]

MISCELLANEOUS.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price
10,000	Anglo-Mexican Mint	10	1[illegible]	3,[illegible]	Hungerford Market	100	5[illegible]
10,000	Anti Dry Rot	1[illegible]	2	1,[illegible]	London Corn Exch.	37½	30
10,000	Asphalte (Claridge)	4	4	6,[illegible]	London Cemetery	1[illegible]	10
10,000	Assam Tea Company	1[illegible]	4[illegible]	4,[illegible]	London Cemetery	20	10
10,000	Austral. Agricultural	[illegible]	2[illegible]	6,000	Lon. Rever. Int. Soc.	10	4
1,673	Australian Trust Co.	25	2[illegible]	15,000	Met. Pat. Wood Paving	3	3
12,500	Bitumen Bastenne	[illegible]	1	20,000	Mexican & S. American	7	8
10,000	Ditto Pulvermen	2	1	—	New Brunswick (Ld.)	[illegible]	10
8,000	Brit. Amer. Land Co.	3[illegible]	7	—	Peninsular & Oriental	[illegible]	[illegible]
4,000	Brit. Loan & Ins. Inst.	1[illegible]	7[illegible]	3,[illegible]	Rever. Int. Society	100	100
4,000	Brit. Rock & Pat. Salt	20	12	15,000	Royal Mail Steam Pck.	[illegible]	17
5,[illegible]	Canada Land Co.	[illegible]	40	3,000	Shott's Iron Foundry	40	[illegible]
3,000	E. C. of Gen. Amr. Deb.	20	[illegible]	14,000	South Australian	30	17
4,000	Droitwich Patent Salt	25	1[illegible]	3,000	Ship Owners' Towing	7½	[illegible]
3,700	Equitable Rever. Soc.	60	6[illegible]	4,000	Thames Tunnel	50	9
20,000	Gen. Steam Navig.	14	2[illegible]	10,000	Van Diemen's Land	1[illegible]	3
4,000	Gen. Rever. Int. Soc.	100	6[illegible]	4,000	W. Lon. & Westmr. Cem.	—	[illegible]

CURRENT PRICES OF MATERIALS IN CORNWALL,

AS SUPPLIED AT THE PRINCIPAL MINES.

	s.	d.		s.	d.
Common iron, per cwt.	[illegible]	[illegible]	Narrow bands	7[illegible]	[illegible]
Half inch square	7	6	Sheet lead	2[illegible]	0
Five-eighth ditto	7	6	White ground lead	2[illegible]	0
Best tough white chain	20	0	Red lead	2[illegible]	0
Boiler plates	[illegible]	0	Tallow	[illegible]	0
White &[illegible] ditto	[illegible]	0	Candles, per dozen lbs.	[illegible]	0
Hoop iron	[illegible]	0	Gunpowder, per 100 lbs.	[illegible]	0
Best rolled iron	[illegible]	0	Leather bands, per lb.	1	[illegible]
Charcoal iron	[illegible]	0	Ropes	[illegible]	0
Inch ditto	[illegible]	0	Flat ropes	[illegible]	0
Half inch ditto	[illegible]	0	Hemp	[illegible]	0
Blistered steel	[illegible]	0	White yarn, per cwt.	[illegible]	0
[illegible]	[illegible]	0	White rope	[illegible]	0
Nail rods	[illegible]	0	Engine oakum	[illegible]	0
Miners' shovels	[illegible]	0	Stockholm tar	[illegible]	0
Ditto steel pointed	[illegible]	0	Linseed oil, per gallon	[illegible]	0
Board nails	[illegible]	0	Rape ditto	[illegible]	0
Half board ditto	[illegible]	0	Brass wire sieves	[illegible]	0
Hatch ditto	[illegible]	0	Iron wire ditto	[illegible]	0
Half hatch ditto	[illegible]	0	Iron wire work, per foot	[illegible]	0
Do. spails	[illegible]	0	Machine bottoms	[illegible]	0
Five inch spike ditto	[illegible]	0	Bark	[illegible]	0
Casting ditto	[illegible]	0	Bricks, per foot	[illegible]	0
Drum nails	[illegible]	0	Pins	[illegible]	0
[illegible] ditto	[illegible]	0	Shovel hilts	[illegible]	0
Coals, per ton, at [illegible]	[illegible]	0	Pick hilts	[illegible]	0

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